

# The New York Times ANNALIST

A Magazine of Finance, Commerce and Economics

Vol. 2, No. 50

NEW YORK, DECEMBER 29, 1913

10 Cents

## THE RIDDLE OF UNEMPLOYMENT

### *Other Contents:*

**THE PROSPECT IN BUSINESS—A**  
Forecast of Conditions in 1914 by a  
Statistician Who Cheerfully Believes  
a Country Must Suffer Commercial  
Pains Before Financial Improvement

**THE POWER OF INVESTMENT RE-**  
**TURNING—**Signs in Europe That Con-  
fidence in Securities Is Returning and  
That the World Will Yet Be Able to  
Fund Its Short-Term Obligations

**QUEER FIRE HAZARDS OF CHRIST-**  
**MAS WEEK—**Those That You Think  
Of and Then Others That Only an In-  
surance Man Thinks Of

**CLOSING THE DOORS OF LATIN**  
**AMERICA—**French Capital, Which Did  
Pioneer Work and Took Great Risks,  
Complains of the American Attitude

**NEW CREDIT—**A Consideration of the  
Banking and Currency Law

**TO CHOKE THE OIL WELLS OF OKLA-**  
**HOMA—**Production Overflows All the  
Tank and Pipe Line Facilities, and a  
Slump in the Price Is Expected

**THE RAILROAD PROBLEM IN-**  
**VERTED—**The Dominion Railroad  
Commission Has to Say Whether Rates  
Shall Be Cut or Left as They Are

*The Annalist Barometrics on Page 815*

## HARPER'S WEEKLY

Since Harper's Weekly went under the editorship of Norman Hapgood last Summer, it has become necessary to all business men who wish to understand the progressive political and economic movements of the time. Of one of the series now running in the Weekly, Senator La Follette's paper says:

*"Louis D. Brandeis, as a private citizen, has rendered public service in the last half dozen years so important and far-reaching in its present and potential value as to make him one of the greatest figures of his time. His articles, 'Breaking the Money Trust,' now appearing in Harper's Weekly, should be read by every citizen who wishes to be well informed upon our greatest problems."*

Of the same series, The Friends Intelligencer says:

*"We are therefore particularly blessed in having a series of articles dealing with the question by no less authoritative person than Mr. Louis D. Brandeis. Mr. Brandeis is one of the all too few men of large ability who appear not to be for sale. We see him here contributing a discussion of a matter of great public importance. The reward which this journal can give for this contribution is doubtless small in comparison to the fees and perquisites Mr. Brandeis as a lawyer could get for keeping silence and assisting trusts and aggregations of capitalists to get the things they want in spite of the wishes and best interests and laws of the American people."*

## HARPER'S WEEKLY

Edited by NORMAN HAPGOOD

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With its regular issue of next Sunday The New York Times will publish a Financial Section containing the following features among others:

Review of  
the Year

Review of financial conditions in 1913, and the outlook for the coming year in business and finance. This will be a broad, comprehensive survey of local and national conditions.

Views of  
Bankers

Well-informed bankers in twenty important cities of the United States will express their views on the business future.

Latest Foreign  
News By Cable

Most recent developments in European finance will be specially reported by cable for this important financial section.

Year's Trading in  
Stocks and Bonds

Complete analysis of stock and bond transactions on the New York Stock Exchange from January 1, 1913, to December 31, 1913.

The New York Times has a larger sale among investors than any other American publication.

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## The Best Kind Of An Investment

for those who seek a desirable income from a conservative security is a well-protected bond of a prosperous public utility company. Such a bond is described in a circular we have prepared and which we will be glad to send to those interested.

Ask for Circular 44

## Hodenpyl, Hardy & Co.

BANKERS First National Bank Building  
14 Wall Street New York Chicago

### DIVIDENDS.

**58th Consecutive Dividend MECHANICAL TRUST COMPANY OF NEW JERSEY.**  
Bayonne, N. J., Dec. 4th, 1913.  
At a meeting of the Board of Directors held this day, the regular quarterly dividend of Five Per Cent. (5%), also an extra dividend of Five Per Cent. (5%), on the paid-in Capital Stock of the Company was declared, payable on the second day of January, next, to stockholders of record at the close of business December 27th, 1913. Transfer books will be closed at 12 o'clock, noon, Dec. 27th, and reopened at 9 A. M. Jan. 2nd, 1914. WILLIAM R. WILDE, Treasurer.

**THE NEW YORK CENTRAL & HUDSON RIVER RAILROAD COMPANY.**  
New York, December 10th, 1913.  
A Quarterly Dividend of ONE AND ONE-QUARTER PER CENT (1 1/4%) on the Capital Stock of this Company has been declared, payable on Thursday, January 15th, 1914, at the office of the Treasurer, to stockholders of record at the close of business on Friday, December 19th, 1913.

EDWARD L. ROSSITER, Treasurer.  
**NEW YORK STATE RAILWAYS.**  
Grand Central Terminal, N. Y., Dec. 4, 1913.  
A dividend of One and One-quarter per cent. (1 1/4%) on the Preferred Stock and One and One-half per cent. (1 1/2%) on the Common Stock of this Company has been declared payable on Friday, January 24, 1914, at the office of the Treasurer, to stockholders of record at the close of business on Thursday, December 18th, 1913.

EDWARD L. ROSSITER, Treasurer.  
**Michigan Central Railroad Co.**  
New York, Dec. 18, 1913.  
A semi-annual dividend of THREE PER CENT. on the Capital Stock of this Company has been declared payable at the office of the Treasurer on Thursday, Jan. 23rd, 1914, to stockholders of record at the close of business on Friday, Dec. 20th, 1913.

MILTON S. BARGER, Treasurer.  
**CANADA SOUTHERN RAILWAY CO.**  
New York, Dec. 18, 1913.  
A semi-annual dividend of ONE AND ONE-HALF PER CENT. on the Capital Stock of this Company has been declared payable at the office of the Treasurer on Monday, Feb. 2d, 1914, to stockholders of record at the close of business on Friday, Dec. 20th, 1913.

MILTON S. BARGER, Treasurer.

### DIVIDENDS.

## CHALMERS MOTOR CO. DETROIT, MICH.

The regular quarterly dividends of 1 1/4% on the preferred stock and 2 1/2% on the common stock have been declared payable January 2, 1914, to stockholders of record as of December 20, 1913. Checks will be mailed.

C. A. PFEFFER, Treasurer.

## Lake Shore & Michigan Southern Ry. Co.

New York, Dec. 18, 1913.  
A semi-annual dividend of SIX PER CENT. on the Capital Stock of this Company has been declared payable at the office of the Treasurer on Thursday, Jan. 23rd, 1914, to stockholders of record at the close of business on Friday, Dec. 20th, 1913. A semi-annual dividend of SIX PER CENT. on the M. S. & N. L. Guaranteed Stock has been declared payable on Monday, Feb. 2, 1914, to stockholders of record at the close of business on Friday, Dec. 20th, 1913.

MILTON S. BARGER, Treasurer.

## American Telephone & Telegraph Co.

A dividend of Two Dollars per share will be paid on Thursday, January 15, 1914, to stockholders of record at the close of business on Wednesday, December 31, 1913.

WILLIAM R. DRIVER, Treasurer.

## E. W. BLISS COMPANY

BOROUGH OF BROOKLYN, NEW YORK.  
December 15, 1913.  
The Directors of this Company have this day declared a quarterly dividend of 2% on the Preferred Stock of the Company, payable January 23, next, to stockholders of record of the Preferred Stock at the close of business on December 23, 1913. Transfer books will be closed December 23d to 31st inclusive.

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THE PITTSBURGH, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY COMPANY.  
Office of Treasurer.  
Pittsburgh, Pa., December 1, 1913.  
FIRST MORTGAGE EXTENDED 5% BONDS of the ST. LOUIS & INDIANA RAILROAD COMPANY, which mature January 1, 1914, will be paid on and after January 2, 1914, by The National City Bank of New York upon presentation of the bonds with transfer books attached, executed by the registered owner with the name of the transferee in blank.

T. H. B. McKnight, Treasurer.

## Dividends Declared and Awaiting Payment

### STEAM RAILROADS

Company	Rate	Pay- able	Books Close
Ala. Gr. So. pf.3	—	Jan. 23	Jan. 31
Albany & Susq. 4%	8	Jan. 1	Dec. 15
Alb. & Susq. 3 1/2%	8	Jan. 1	Dec. 19
Allegheny & W. 3	8	Jan. 1	Dec. 19
AL. T. & S. F. pf.2 1/2	8	Feb. 2	Dec. 31
Alt. C. L. R. R. 3 1/2	8	Jan. 19	Dec. 19
Arl. & W. R. 2 1/2	8	Jan. 2	Dec. 20
Beech Creek 1 1/2	Q	Jan. 2	Dec. 23
Boston & Alb. 2 1/2	Q	Dec. 31	Nov. 23
Bos. & Lowell 4	—	Jan. 2	Nov. 26
Bos. H. B. & L. 1 1/2	Q	Jan. 1	Dec. 15
Canadian Pac. 2 1/2	Q	Jan. 2	Dec. 1
Can. Southern 1 1/2	S	Feb. 2	Dec. 25
Ches. & Ohio 1	Q	Dec. 31	Dec. 25
Chic. & N. W. 1 1/2	Q	Jan. 2	Dec. 1
Chic. & N. W. pf.2	Q	Jan. 2	Dec. 1
C. H. I. & P. 1 1/2	Q	Dec. 31	Dec. 19
Chi. Ind. & L. 1 1/2	—	Dec. 30	Dec. 19
Chi. Ind. & L. pf.2	—	Dec. 30	Dec. 19
Connecting R. R.	—	Dec. 30	Dec. 20
Cuba R. R. pf.3	—	Dec. 30	Dec. 31
L. & W. R. 2 1/2	Q	Jan. 20	Jan. 3
Det. Hills & L. 2	—	Jan. 5	Dec. 20
Det. & Mackinac	—	Jan. 5	Dec. 20
com. and pf. 2 1/2	S	Jan. 2	Dec. 15
Elmira & W. H.	—	Jan. 2	Dec. 20
Empire pf. \$1.16	—	Jan. 2	Dec. 20
Fitchburg pf. 1 1/2	Q	Jan. 1	Dec. 1
Georgia R. R. & Banking	Q	Jan. 15	Jan. 1
Gr. Northern pf. 1 1/2	Q	Feb. 2	Jan. 8
H. P. M. & L. 3 1/2	—	Jan. 10	Dec. 20
Hocking Val. 2	Q	Dec. 31	Dec. 5
Ill. Cent. leased	—	Jan. 2	Dec. 11
Interboro. R. T. 2 1/2	Q	Jan. 2	Dec. 19
Kan. & Mich. 1 1/4	Q	Jan. 15	Dec. 31
K. C. Southern pf. 1	Q	Jan. 15	Dec. 31
Lack. R. R. of N. J.	Q	Jan. 1	Dec. 9
Lake Shore 1 1/2	S	Jan. 20	Dec. 23
Lake Shore gen. stock (M. So. & Nor.) 1 1/2	—	Feb. 1	Dec. 26
Lehigh Val. com. and pf. \$2.50	S	Jan. 10	Dec. 27
Little Schuylkill	—	Jan. 15	Dec. 10
N. H. & C. S. 1 1/2	S	Feb. 10	Jan. 20
Louis. & Nash. 3 1/2	S	Feb. 10	Jan. 20
Lykens Val. R. & Coal 1 1/2	—	Jan. 2	Dec. 15
Mahon. Coal 1 1/2	—	Feb. 2	Jan. 9
Mah. Coal pf. \$1.25	—	Jan. 1	Dec. 20
Maine Central 1 1/4	Q	Jan. 1	Dec. 15
Manhattan Ry. 1 1/2	Q	Jan. 1	Dec. 15
Mich. Central 3 1/2	S	Jan. 20	Dec. 26
Mine Hill & S. Haven 1 1/2	—	Jan. 15	Dec. 19
Mob. & Birm. pf.2	—	Jan. 2	Dec. 4
Morris & Essex 3 1/2	S	Jan. 1	Dec. 9
N. Y. Central 1 1/4	Q	Jan. 15	Dec. 19
N. Y. & Harlem com. and pf. 1 1/2	S	Jan. 2	Dec. 15
N. Y. L. & W. 1 1/4	Q	Jan. 1	Dec. 9
Norfolk & W. pf. 1 1/2	Q	Feb. 19	Jan. 31
Norfolk Cent. 2	—	Jan. 15	Dec. 31

Company	Rate	Pay- able	Books Close
Norfolk Pac. 1 1/2	Q	Feb. 2	Jan. 9
Nor. R. of N. H. 1 1/2	Q	Jan. 1	Dec. 8
Northern Secur. 2	A	Jan. 10	Dec. 23
Norwich & W. pf.2	Q	Jan. 1	Dec. 13
Penn. Co. 1 1/2	—	Dec. 31	Dec. 24
Phila. B. & W. 2 1/2	—	Dec. 31	Dec. 10
Phila. & Tr. 2 1/2	Q	Jan. 10	Dec. 31
P. C. C. & St. L. com. and pf. 1 1/4	Q	Jan. 26	Jan. 15
Pitts. Ft. W. & C. spec. gtd. 1 1/2	Q	Jan. 2	Dec. 15
Pitts. Ft. W. & C. reg. gtd. 1 1/2	Q	Jan. 16	Dec. 13
Reading 2d pf. 1	Q	Jan. 8	Dec. 25
Reading 3d pf. 1	Q	Feb. 12	Jan. 26
Rich. & P. com. & div. 1 1/2	—	Jan. 2	Dec. 22
Rome & Clin. 3 1/2	—	Jan. 1	Dec. 20
St. L. Rocky M. & P. pf. 1 1/4	Q	Dec. 31	Dec. 20
St. L. & S. F. & M. pf. 1	Q	Jan. 2	Dec. 17
St. L. S. W. pf. 1	Q	Jan. 15	Dec. 31
Southern Pac. 1 1/2	Q	Jan. 2	Dec. 2
Union Pacific 2 1/2	Q	Jan. 2	Dec. 1
United N. J. R. & Canal 2 1/2	Q	Jan. 10	Dec. 20
Val. R. R. N. Y. 2 1/2	S	Jan. 2	Dec. 20
Western of Ala. 3	S	Jan. 2	Dec. 22

### STREET RAILWAYS

Company	Rate	Pay- able	Books Close
Am. Cities pf. 3	S	Jan. 1	Dec. 22
Asheville P. & L. pf. 1 1/2	Q	Jan. 2	Dec. 23
Augs. Aiken Ry. & El. pf. 1 1/2	Q	Dec. 31	Dec. 13
Bangor Ry. & El. pf. 1 1/2	Q	Jan. 1	Dec. 20
Birmingham Ry. & P. com.	—	Dec. 30	Dec. 23
Boston & Sub. Elec. pf. \$1	Q	Jan. 15	Jan. 1
Boston & W. El. Cos. pf. \$1	—	Jan. 1	Dec. 24
Brazilian Tr. L. & P. pf. 1 1/2	Q	Jan. 2	Dec. 15
B'klyn R. T. 1 1/2	Q	Jan. 1	Dec. 9
Cal. Ry. & P. Capital Trac.	Q	Jan. 1	Dec. 20
Wash. D. C. 1 1/4	Q	Jan. 1	Dec. 14
Car. Power & Light pf. 1 1/2	Q	Jan. 2	Dec. 23
Chic. City Ry. 2 1/2	Q	Dec. 30	Dec. 12
Chic. City Ry. 1 1/2	Ex	Dec. 30	Dec. 12
Chic. City & Con. Ry. pf. 1 1/2	—	Jan. 1	Dec. 17
Chippewa Val. R. L. & P. 2	Q	Jan. 1	Dec. 31
Cin. Dayton & Tol. Trac. pf. 2 1/4	—	Dec. 31	Dec. 24
Cin. & H. Trac. 1	Q	Jan. 1	Dec. 20
Cin. & H. Tr. pf. 1 1/4	Q	Jan. 1	Dec. 20
Cin. N. & Cov. & Trac. 1 1/4	Q	Jan. 15	Dec. 31
Cin. N. & Cov. L. & Trac. pf. 1 1/4	Q	Jan. 15	Dec. 31

Company	Rate	Pay- able	Books Close
Citizens' Trac. (C. I. C. T. Y.)	—	Jan. 12	Dec. 31
Penn. pf. \$1	—	Jan. 12	Dec. 31
City Ry. (Day- ton, Ohio) 1 1/2	Q	Dec. 31	Dec. 20
City Ry. (Day- ton, Ohio) 1 1/2	Q	Dec. 31	Dec. 20
Cin. St. Ry. 1 1/2	Q	Jan. 1	Dec. 16
Cleveland Ry. 1 1/2	Q	Jan. 1	Dec. 13
Columbia Ry. G. & F. pf. 1 1/2	Q	Jan. 1	Dec. 24
Columbus (Ga.) El. pf. 1 1/2	—	Jan. 1	Dec. 22
Col. N. & Z. pf. 1 1/4	Q	Dec. 31	Dec. 24
Commonwealth P. Ry. & L. 1	Q	Feb. 2	Jan. 16
P. Ry. & L. pf. 1 1/2	Q	Feb. 2	Jan. 16
P. Ry. & L. pf. 1 1/2	Q	Feb. 2	Jan. 16
Com. Cities L. & P. Trac. 1 1/2	Q	Jan. 1	Dec. 15
Con. Tr. of N. J. 2	—	Jan. 15	Dec. 31
Con. Tr. of N. J. 2	—	Dec. 20	Nov. 20
Den. & N. W. 1	Q	Jan. 10	Dec. 15
com. and pf. 1 1/2	Q	Jan. 2	Dec. 15
East. P. R. 1 1/2	—	Jan. 12	Jan. 3
El Paso Elec. pf. 2	—	Jan. 12	Jan. 3
Frankford & S. Pass. Ry. \$4.50	Q	Jan. 1	Dec. 15
German Tr. Pass. Ry. (Phila.) \$1.50	Q	Jan. 6	Dec. 16
Haltax El. Tr. 2	Q	Jan. 2	Dec. 18
Hest. M. & F. \$1	—	Jan. 1	Dec. 20
H. M. & F. pf. \$1.50	—	Jan. 1	Dec. 20
Honolulu R. T. & Land 1 1/2	Q	Dec. 31	Dec. 27
Ill. Trac. pf. 1 1/2	Q	Jan. 2	Dec. 15
Indianapolis R. Ry. 3	—	Jan. 1	Dec. 22
Int. St. Ry. pf. 30c	—	Jan. 1	Dec. 19
Lake St. El. Ry. 1st pf. 1 1/2	Q	Jan. 1	Dec. 20
Lit. R. Ry. & El. L. R. Ry. & El. pf. 3	—	Jan. 1	Dec. 22
Louis. Trac. 1	Q	Jan. 1	Dec. 10
Manila Elec. R. & L. 1 1/2	Q	Dec. 31	Dec. 17
Manchester Tr. L. & P. 1 1/2	Q	Jan. 15	Jan. 1
Mass. Electric Cos. pf. 1 1/2	—	Jan. 1	Dec. 6
Memphis St. Ry. 1	—	Dec. 31	Dec. 22
Arm. St. Ry. pf. 1 1/4	Q	Dec. 31	Dec. 22
Mohawk Val. 1 1/2	Q	Jan. 2	Dec. 24
Nash. Ry. L. pf. 1 1/2	—	Jan. 1	Dec. 26
N. E. Inv. & Sec. pf. 1 1/2	—	Jan. 1	Dec. 20
N. O. Ry. & L. 50c	—	Jan. 1	Dec. 18
N. O. Ry. & L. pf. 1 1/4	—	Jan. 1	Dec. 18
N. Y. State Ry. 1 1/2	Q	Jan. 2	Dec. 15
N. Y. St. Tr. pf. 1 1/4	Q	Jan. 2	Dec. 15
N. Ohio Ry. & L. pf. 1 1/2	Q	Jan. 1	Dec. 15
Phila. pf. 1 1/2	Q	Jan. 2	Dec. 15
Phila. pf. 1 1/2	Q	Jan. 2	Dec. 15
Porto Rico Rys. & Trac. 1 1/2	Q	Jan. 2	Dec. 20
Pub. Serv. Corp. N. J. Corp. 1 1/4	Q	Dec. 31	Dec. 26

Company	Rate	Pay- able	Books Close
Reading Trac. 75c	—	Jan. 1	Dec. 20
Republic Ry. & P. pf. 1 1/2	Q	Jan. 15	Dec. 31
Ridge Av. Pass. Ry. (Phila.) 35c	Q	Jan. 1	Dec. 15
Rome (Ga.) Ry. & El. pf. 1 1/2	Q	Jan. 2	Dec. 24
Stark Electric 1 1/2	Q	Jan. 1	Dec. 20
St. Jo. Ry. L. H. & P. pf. 1 1/4	Q	Dec. 31	Dec. 15
Terre H. Ind. & Trac. 1 1/2	Q	Jan. 1	Dec. 22
Toronto Ry. 2 1/2	Q	Jan. 2	Dec. 15
Twin City R. T. 1 1/2	Q	Jan. 2	Dec. 17
Tw. City R. T. pf. 1 1/2	Q	Jan. 2	Dec. 17
Union Passen-ger Phila. 1 1/4	—	Jan. 1	Dec. 20
Union Traction (Phila.) 1 1/2	—	Jan. 1	Dec. 16
Unit. El. of N. J. 2 1/2	—	Jan. 2	Dec. 31</



# The New York Times ANNALIST

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NEW YORK, MONDAY, DEC. 29, 1913.

**STOCK EXCHANGE** prices are not without influence at Washington. Following the announcement that the so-called "Bell Telephone Monopoly" had submitted to the Attorney General's interpretation of the Sherman act, both American Telephone & Telegraph and Western Union shares recovered sharply, as is the way of shares when "the bad news is out." They had been declining for many weeks, under investors' liquidation and speculators' selling for a fall. On the next day the Washington correspondent of The New York Times wrote:

Some Government officials expressed gratification over the buoyant effect that the Attorney General's announcement had produced in the stock market, and the belief was prevalent that this was the beginning of a settled confidence in business circles that might be affected by the activity of the Administration in carrying out the terms of the Sherman law.

To the idea of good and bad corporations may now be added that of good and bad behavior on the part of Wall Street. When prices go up Wall Street is good, and when prices go down Wall Street is bad. Possibly the recovery in telephone and telegraph shares would have gone somewhat further but for the unexpected news that officials of the Pennsylvania Railroad were "conferring" with the Department of Justice. Then there were rumors both in Washington and Wall Street that other corporations were trying to make peace out of court.

It is hard to resist the suspicion that corporation Directors have been touched with moral panic. The United States Supreme Court has held that the Sherman act must be interpreted in the light of reason or administered by a rule of reason. In the nature of things no two cases are alike. But if, on threat of litigation, one great corporation after another elects to leave it all to the Attorney General, traditions and precedents of tremendous power will accumulate in the Department of Justice. Reason may become monopolized there. It is to be wondered at from another angle. The Congress is going to take up the "trust question" and enact some additional legislation. A corporation, therefore, that submits to-day to such application as the Department of Justice in its great wisdom chooses to make of the existing act in a particular case, cannot be guaranteed that additional law will not subject it to renewed prosecution. When Congress is through with its improvement of the Sherman act the corporations may be better or worse off, but one should think they might wait to see rather than to accept the private decrees of an Attorney General, who cannot undertake to say that

his successor will see reason exactly as he sees it. The present Attorney General is already dissatisfied with his predecessor's application of reason to the Union Pacific situation.

**ONLY** the steel trade journals continue to notice the hearings in the Government's suit against the United States Steel Corporation. There is a haunting suspicion that they are become interminable—that when, in time, the lawyers are too enfeebled by age to go on, and the examiner is unable to think of any one else to call, having at last exhausted the whole list of Steel Trust's customers, the social conscience, having learned to abhor unemployment, will demand that they be perpetuated for the sake of all the stenographers and clerks and other dependents who have married and brought children into the world, and adjusted their lives to the prospect of permanent situations, with pensions at the end. The "record" is already so big that it would seem a pity to stop at making it merely the biggest in human history so far; it might be made so big as to stand without its like forever. All the employees of the United States Steel Corporation might be called to testify. All the security holders might be examined. All transactions in the shares from the beginning might be investigated. Every individual who has worked for the trust, who assisted in its creation, or who now owns its securities, has a life history; also an ancestral history. The material is inexhaustible. No infinitely minute record of anything has hitherto been thought of, much less attempted. One of the greatest American corporations would be pyramidal. The idea is fascinating.

**I**N its twenty-seventh annual report the Interstate Commerce Commission speaks of the physical proportions of its work. During the year 7,600 informal complaints were received, an increase of 1,050 over the preceding year. The formal complaints were 1,023, an increase of 268. The number of cases heard was 1,401, an increase of 247, and the testimony in those cases made a record of 140,000 pages, an increase of 15,000 pages.

How is it possible for a commission so overburdened with petty work to take a large and imaginative view of railroad problems? For instance, refund of overcharges was authorized in 4,610 cases during the year, an increase of 1,514 over the preceding year. An overcharge is a simple matter of fact and arithmetic, which an intelligent clerk could settle. The commission is intending to delegate more of the drudgery to clerks and subordinates; but probably it will leave itself still too much to do that is unimportant, and too little time for administrative reflection.

The large aspects of the railroad situation are notoriously neglected. The Interstate Commerce Commission is making no important contributions to the literature of a vital subject. It is expected, for example, to decide the pending question of rates upon statistical evidence, as it has always done, whereas, statistics, though very valuable, lead only to analytical conclusions, and the railroad situation needs to be treated synthetically. There are many who think the country is beginning to require a fundamental change in the character of railroad development. It is certain that transportation as a commodity is wastefully consumed, because it is very cheap. Nobody has studied this phase of the subject but to be struck by the fact that service could be restricted with no

hardship to the public, and yet with great saving to the railroads. Probably the competition of the Panama Canal will greatly affect certain long-haul rates, while the competition of the motor bus is almost certain to affect the short-haul local rates in densely populated areas. These are questions the Interstate Commerce Commission has not the time to study. It is understood to have been convinced by statistical proof that the Boston & Maine needs higher rates, as the Boston & Maine management thinks, and as the Railroad Commissioners of the several New England States are persuaded; but Louis D. Brandeis, who has more leisure for theory, says that when the Boston & Maine raises its rates it digs its own grave. Is he right?

**I**T seems that the New York Stock Exchange does not know what moral power it has to compel both individuals and corporations to observe any standard of conduct it may choose to impose. Again and again it has declined to exercise the power of discipline which lies in its right to strike securities from its list, on the ground that to do so would work a hardship upon innocent security holders. The security holders have already been ill used, else the question would not arise, and there is no guarantee that they will not be ill used again, through the agency of the Stock Exchange. It has requested corporations to publish better and more frequent reports where it might have required them to do so. The more exacting requirements of the Stock Exchange are the more confidence it will command from the public, and the more confidence it commands from the public the more a corporation will value good standing within its walls.

**S**Ocialization of the telephone and telegraph is too formidable a subject for the lay person to comprehend. It was presented to the House of Representatives last week by the Hon. Daniel J. Lewis of Maryland, in an argument more than 60,000 words long. That is enough to make a book. It was fundamental, as Mr. Lewis intended:

It is appropriate, I think, that the telephone and telegraph agencies should be treated not as mere ephemeral incidents of legislation, but with a view to those more fundamental truths which determine our actions in disposing of the most serious problems of government.

## Beginning—

Mr. Speaker, there is a science of political economy—

he reviewed the economics of his subject through galleys and galleys of good 6-point type—Prof. Adams, on "The State and Its Relation to Industrial Action"; Prof. Cairnes, on laissez faire, and on and on, pausing here and there to say:

Mr. Speaker, I shall not, at this point, take the time of the House to point out the moral adduced in the last excerpt.

The science of rate-making, the theory of competition, the mysteries of capitalization, the principles of taxation, the law of eminent domain, social ethics, moral order, and the ways of finance—under each of these heads a complete essay, and then the facts of the telephone and telegraph industry. At the end there was a bibliography. Nothing was forgotten and nothing was made very clear, save Mr. Lewis's conviction that the Government will not attain to its fullness until it has acquired the telephone lines (all but an incredible number of farmers' co-operative lines), added thereto the telegraph function, and put the telegraph companies out of business by irresistible competition. Besides abating municipal corruption, reducing the cost of communi-



cation by wire, and putting a telephone in every man's house, the Government would make \$126,000,000 a year profit, or, could have done so on the basis of the 1912 statistics, thus:

<b>Receipts, 1912:</b>	
Telegrams (300,000,000).....	\$75,000,000
Bell system receipts.....	199,172,154
Independent companies' receipts.....	81,351,989
<b>Total receipts .....</b>	<b>\$355,524,143</b>
<b>Expenditures, 1912:</b>	
Telegrams, 7 cents each.....	\$21,000,000
Bell system, 1912:	
Operation .....	65,246,677
Current maintenance .....	31,762,636
Independents:	
Operation .....	26,651,000
Current maintenance .....	12,586,000
Interest at 3 per cent. on purchase....	27,000,000
Depreciation, 5 per cent. on purchase..	45,000,000
<b>Total expenditures.....</b>	<b>\$229,246,313</b>
<b>Resume:</b>	
Total receipts .....	\$355,524,143
Expenditures, interest, and depreciation .....	229,246,313
<b>Net balance.....</b>	<b>\$126,277,830</b>

The unanimity with which those who would socialize the railroads and the telephones, and what not else, hit upon 3 per cent. as the probable cost of capital to the Government is extraordinary. Possibly it is necessary to make it 3 per cent. for the sake of getting a profit at the end. Mr. Lewis reckons that the telephones would cost only \$900,000,000. He would a little less than double the national debt. Clifford Thorne, to socialize the railways, would increase it many fold, but always at 3 per cent. Among the great nations of the world this one is remarkable for borrowing so little and spending so much out of current income, and its credit on that account is high, but its Panama Canal 3s have been selling this year under par. It has barely a 3 per cent. credit now. If it embarked in the telephone and railway business and began to issue bonds to replace private capital, it might not long enjoy a 3 per cent. credit. British consols yield  $3\frac{1}{2}$  per cent.

**T**HE curious fact is that the country now most concerned about the inefficiency and wastefulness of its transportation machine is the country that has produced the cheapest and most serviceable transportation in the world.

#### The Liquidation of Labor

The new attitude of employers toward labor is noteworthy. Prior to 1907 the development of a depression in trade was speedily followed by reductions in wages. Nearly every employer up to that time had been educated to believe that when the demand for his product shrank heavily it was necessary to reduce the cost of labor for the purpose of enabling him to continue the struggle for business. Of course, labor was reduced in all competing establishments, and the net result, so far as gaining an advantage, was nugatory. In the past six years, however, conditions have been radically different. Whether the change had its inception in politics or not is immaterial, but the fact is apparent that since 1907 wage rates in this country have only varied with improvements in trade. When business has grown larger, wages have advanced, but they have not receded with diminishing business. Employers are meeting the present depression by operating their factories on shorter time and are trying to keep as great a part of their force engaged as possible, rather than either discharging large numbers of men or reducing wages. It appears now inevitable that many more men must be laid off, as work is steadily decreasing. Possibly the liquidation in labor that has been so long predicted by economists, and which has so far failed to materialize, may come about through the efforts of the unemployed to secure work. It has been known to happen in past times of extreme depression that the unemployed have offered their services at much less than regular rates. A lowering of wages has developed in that way through the men themselves and not by aggressive action by employers.—*Iron Age*.

#### NEW CREDIT

**U**NDER the new banking system everything will seem to go on happening very much as always. It will be just as difficult to borrow money, unless one has excellent security, in which case one could have borrowed before. It will be not much easier to get money out of a bank, and certainly not any easier to make money to put in. Stocks will go both up and down in Wall Street, speculators will complain that people have no more money to lose in speculation than they had before, and managers of railroads will continue to say that unless rates are raised the Government will have to buy them out. It will be at first like the Tariff bill, which the fickle cartoonists one day extolled and the next day despised on finding that their grocers' bills were not at all abated. And then when people have ceased to expect anything from it, the benefits may begin gradually to be felt.

The new banking and currency law is substantially the Owen-Glass bill, which, as it passed the House on Sept. 18, was vehemently denounced by bankers. One eminent among them said it would mean the ruin of banking. But no sooner was the President's signature affixed on Dec. 23 than what had been the people's money bill, full of heresies and perils, became a national asset, hailed with enthusiasm by all business people and with satisfaction by a great many bankers.

How little the bankers won in their fight on the Owen-Glass bill can best be shown by setting down on one hand the things they complained of, and, on the other hand, what concessions, if any, were made to their opinions, thus:

#### What Bankers Complained of in the Owen-Glass Bill as It Passed the House.

That control of the new system was left wholly in the hands of the Government and that supervision of national banking was proposed to be intrusted, not to bankers who put up the capital, but to men appointed by the President.

That national banks were obliged to enter the new system, under penalty of losing their charters.

That the Government would issue the new money provided for and become responsible for its redemption.

Too many Federal reserve regions.

That the subscription (20 per cent. of its capital) required to be made by a national bank to the capital of the Federal reserve bank of its region was too large.

That it was unfair to limit the earnings of Federal reserve bank stock (owned by the subscribing national banks) to dividends of 5 per cent. per annum.

Government control, Government money, and compulsory entrance were the three provisions to which the bankers were unalterably opposed, and they lost on every one.

In other respects, and without the active assistance of bankers, the Owen-Glass bill was improved.

The amount of gold reserve required to be held against Federal reserve notes was increased from 33 1-3 to 40 per cent.

The amount of reserve in gold or lawful

#### With What Effect Upon the Law as It Is.

The only concession is that two members of the Federal Reserve Board to be appointed by the President shall be persons of banking experience, instead of one as required in the Owen-Glass bill.

It is so in the law.

It is so in the law.

The law requires not less than eight nor more than twelve, where the Owen-Glass bill specified twelve.

That has been reduced from 20 per cent. of the national bank's capital to 6 per cent. of its capital and surplus.

This has been raised to 6 per cent.

money required to be held by a Federal reserve bank against all its demand liabilities was increased from 33 1-3 to 35 per cent.

Where the redemption of Federal reserve notes was proposed to be made in gold or lawful money, the law now reads that the notes may be redeemed in either at the option of a Federal reserve bank, but if presented at the United States Treasury they must be redeemed in gold.

There were some other changes not so unhesitatingly to be pronounced improvements. Where the Owen-Glass bill had already reduced the requirements of cash reserve to be held by national banks against their demand deposits from 15 to 12 per cent. in the country and from 25 to 20 per cent. in the cities, the law as it is requires only 12 per cent. in the country banks, 15 per cent. in the reserve city banks, and 18 per cent. in the central reserve city banks.

Where the Owen-Glass bill required the Government to deposit its funds in the Federal reserve banks, the law is that it may do so.

Where the Owen-Glass bill limited to a maturity of ninety days the commercial paper eligible to be rediscounted by the Federal reserve banks for national banks, the law is that notes or bills drawn for agricultural purposes may be allowed a maturity of six months.

Throughout the discussion of the bill there was pressure upon Congress to "do something for the farmers," in spite of the message from the President in which rural credit was reserved for special treatment, after the enactment of the Currency bill. The provision of the law, which was also in the Owen-Glass bill, that national banks in the country may lend on five-year farm mortgages was to give the farmer something; and extending the maturity of agricultural paper to six months was in the same spirit.

It is not a perfect banking law. There is none perfect in the world. But it is now generally conceded to be an important improvement upon all former law. If the national banks refused to come in, forfeiting their charters instead, the law would break down, of course; there is no way of compelling the owners of the capital invested in national banks to continue it in that employment. They may put it into a bank organized under a State charter, or do a private banking business; but it is always the probable thing that happens, and the probability is that a very great majority of the national banks will come in. They will come in for two reasons, namely, first, that banking under the new law will be, on the whole, a more profitable business than banking was under the old law, and, second, that they could not afford to redeem their outstanding bank notes, as they would be required to do in the event of refusing to join the system and giving up their national charters. Many national banks have no circulating notes outstanding, but those are the little banks, which will follow the lead of the big banks. There are probably hundreds of country bankers who have never read either the Owen-Glass bill or any of its variations.

That a considerable expansion of credit is possible under the new law is obviously true. But the vicious provision inserted by the Senate, allowing the Federal reserve notes to be counted as cash reserve against bank deposits and throwing the door wide open to credit inflation, was lost in conference. The House in that instance was far wiser than the Senate.

# The Prospect in Business

*A Forecast of Conditions in 1914  
By a Statistician Who Cheerfully  
Believes That We Must Be  
Commercially Hurt Before We  
Can Be Financially Helped—  
Normal Money Markets Next  
Year and Continuing Liquidation*

JAMES H. BROOKMIRE.

THE year 1913 closes with unfavorable conditions in the three primary fundamental factors—crops, politics, and money. In looking to the future, therefore, fundamental conditions cannot become unfavorable, although they might become worse. On the other hand, those who believe in economic cycles must admit that theoretically after the darkness comes dawn, and having admitted it, it will be our purpose here to take an inventory of present conditions and point out to what extent and with what limitations improvement may be expected in 1914.

## PRESENT TREND

The reader will enable the writer to dispense with a detailed discussion of recent financial history as well as economize his own time and attention, if he will glance at the accompanying chart. First, let us look at the European barometries, for in these we have a satisfactory explanation of certain episodes in the New York financial markets which otherwise are not easily understood.

The chart shows that in 1909 business in Europe began to expand, and the commodity markets steadily increased until 1912. Those who understand the habits of trade will readily see a reason in this trade expansion for the coincident decline in the resources of the Bank of France, and those who understand that speculative campaigns in the New York stock markets are largely financed abroad, will be satisfied to explain the collapse in the New York stock market in the Summer of 1911 as having been caused by the hoarding of gold in France at the time of the Moroccan crisis.

Again, in the Fall of 1912, when there was a collapse in the foreign stock markets and an almost unprecedented loss of gold from the banks, due to hoarding, the unsettlement in the New York financial markets seems very properly ascribable to Continental influences.

Having thus benefited Europe by sharing her financial adversities to the full for several years past, and thanks to a huge foreign trade balance being still financially able to accept whatever odds and ends of merchandise she may feel disposed to dump in the American markets in 1914 with the assistance of the Underwood tariff, the cycle devotee may with propriety surmise whether in the revolution of things the United States cannot rightfully expect a period of financial assistance from Europe in the not distant future.

## THE FINANCIAL MARKETS

In the first place, the dumping of goods by European producers in the American markets next year will not be an unmitigated evil, for although it will mean a decline in commodity prices, caused by the pressure of liquidation abroad, which will intensify competition in our commodity markets, it will also mean that money is flowing back from trade channels into the banks of Europe, and this very thing is absolutely necessary before the United

States can have another period of prosperity. By prosperity, I mean expansion in the iron and steel business, and expansion in the iron and steel business presupposes extensive buying by the railroads; but extensive buying by the railroads will be impossible until they have done a lot of financing in connection with the refunding of short term obligations maturing in 1914, as well as the placing of new flotations of securities; and since this imperative financing cannot be successfully accomplished without easy money conditions, and as easy money conditions in the United States are impossible while the Bank of France is in an overextended condition, I repeat that the international money markets must be improved by a substantial degree of trade reaction abroad, regardless of its consequence to American business, before this country can again expand on a healthy basis.

*We must be commercially hurt before we can be financially helped.* The chart gives us some cause for hope in this regard, for English commodity prices have already been liquidated considerably, and as a result of this, together with a measurable return of hoarded money, the Bank of France shows substantial improvement. Recently this improving tendency has been aggravatingly clouded by the action of the French Parliament in delaying the flotation of the proposed French Government loan of \$260,000,000, and since the failure to accomplish this flotation smoothly has dampened sentiment somewhat, and will make more difficult the financing of the tremendous loans immediately required by the several Governments involved in the Balkan war, it seems probable that the restoration of the European money markets to a normal condition will be more tardy than was reasonably anticipated several months ago.

However, experience shows that when a general trade reaction has once set in, it continues until the banking index rises to a position in the area of plentiful or abundant banking reserves, and we still expect comparatively easy money by the Summer of 1914. By referring to the lower section of the chart it will be seen that in such years of easy money as 1904, 1908, and 1911, following a period of liquidation in the United States, there has always been a substantial recovery in the security markets within a year or two after the index of banking resources has risen to the area of abundant reserves. Recent indications are that the banking index will rise above normal in 1914.

## BUSINESS

The index of business conditions in the United States has already fallen well below the normal line, and indications are that the commodity markets will continue to experience liquidation and readjustment, at least until the Summer of 1914, in both mercantile and manufacturing lines. It must be remembered, however, that merchants have followed a conservative policy for several years past, and stocks of goods on the shelves are at a low ebb, so that some improvement in mercantile lines would not be improbable after the harvesting of next year's crops, if these should prove satisfactory. In manufacturing lines, however, the outlook depends largely upon the success of the railroads in accomplishing their financing, for the steel and equipment companies will have to wait until the railroads can borrow money before they can enjoy a railroad "buying movement."

Just now the railroads are in a sorry

plight. They have had to pay increased wages and higher prices for materials, and with their credit impaired by governmental antagonism, they have experienced great difficulty in borrowing money during a period of high money rates throughout the world. In addition to all this, the 1913 crops have fallen below normal, and it is not surprising to find that during the four months from July to October, inclusive, the net earnings of ten representative railroad systems have decreased 5.4 per cent. in spite of an increase of 2.7 per cent. in gross. This means that during the first four months of the fiscal year, beginning with July, 1913, out of every dollar of gross revenue only \$.297 has been left for the net earnings account, as compared with \$.322 in 1912, \$.358 in 1909, \$.363 in 1904, and \$.373 in 1901. During the first half of 1914, moreover, there is no prospect of any betterment.

All of this, however, can easily be changed a year hence. In the first place, we are certain to have easy money. In the second place, we may have satisfactory crops, and, again, the whole complexion of political affairs would take on a much more favorable aspect if the railroads were given an increase in freight rates. Regarding this matter, however, it would seem that the railroads do not need an increase in rates so much as a change in the psychological atmosphere which is depressing investment sentiment and thereby impairing the buying power of the railroads; for, so long as the Government is hostile to railroads, investors will not pay so much for their securities, so that on a sale of stocks or bonds they are not gaining, let us say, more than 80 per cent. of what they would get under satisfactory political conditions. Just think what it would mean if the railroads could borrow at more favorable terms! They could buy perhaps 20 per cent. or more from the steel and equipment companies. The increased volume of business which would then result would give them an adequate increase in net earnings, without any freight rate increase. But since nothing could restore investment confidence so effectually as a generous increase in freight rates, and since no general expansion is possible unless the railroads themselves "start the ball a-rolling," the granting of the 5 per cent. increase requested would certainly be an extremely happy event in a year of industrial depression.

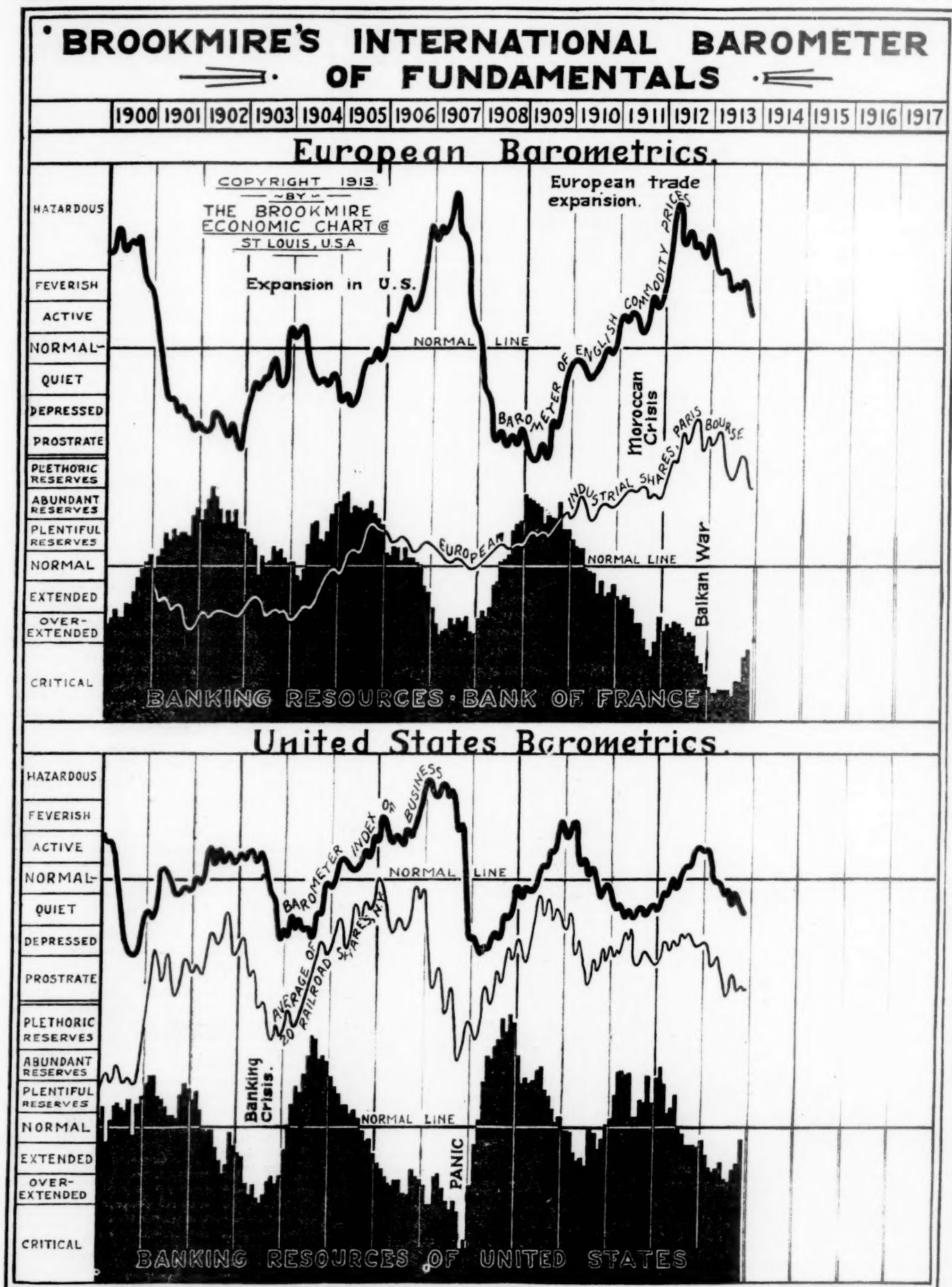
To sum up, it may be concluded definitely and unqualifiedly:

- (1.) That business must be further liquidated in 1914;
- (2.) That as a result of liquidation of business and improved political conditions in Europe the money markets of the world will be restored to a normal condition by the Summer of 1914; and,
- (3.) That there is no prospect of betterment in railroad earnings during the first half of 1914.

It may also be prognosticated conditionally that

- (1.) If the crops of 1914 are good, money then being easy, the New York bankers will be justified in telling the railroads to go ahead and make the improvements and to buy the equipment which they so much need, for then we would have two of the three main fundamental factors favorable, viz., crops and money. This would mean an increase in steel orders during the latter half of 1914, foreshadowing a recovery in manufacturing in 1915; and,
- (2.) If the railroads get more friendly treatment at the hands of the Government it will greatly strengthen their position with investors, facilitate financing, and hasten the return of prosperity.





The graphic of European industrial shares is reproduced from the "Cote-Indice" of "La Situation Economique et Financiere" of Paris through the courtesy of P. Dromel, editor.

### Part of the World-Wide Story

*Review of the River Plate.*

From the reports which we have published from the Buenos Aires Great Southern and Buenos Aires Western Railway Companies, it will have been noticed that the respective General Managers have called particular attention to the great increase that has taken place during the past few years, and more especially in the last year, in their suburban traffic. We are sure to see the same remarks in connection with this subject in the reports of

the Central Argentine and Pacific Railway Companies. This large increase is evidently the outcome of the high rents charged in the Federal Capital, but we may expect to see even larger increases take place as soon as the Central Argentine and the Western Railway Companies complete the electrification of their local services. \* \* \* There is no getting away from the fact that the cost of living, which has increased rapidly during the past few years, not only in Argentina, but also in many other parts of the world is likely to continue.

As far as Argentina is concerned it may be

the means of teaching many of the public the necessity of economizing.

It will also mean that the working expenses of large industrial undertakings such as railways, &c., must increase as far as wages are concerned, and it remains to be seen if traffic on the railways will continue to advance in sufficient proportion to enable these extra charges to be met without affecting the rate of interest that has been earned for several years by our leading companies.

Railway construction throughout the country is virtually at a standstill.

# The Riddle of Unemployment

*The Theoretical Fallacy of Overproduction, As That Society Should Ever Be Unable to Consume the Products of Its Own Labor—The Perplexity of a Visitor From Mars In a Time of Depression, As Imagined By the Astronomer, Simon Newcomb*

THE riddle of unemployment is theoretically solvable, or, at least, the economists of the world think it is, but, in fact, very little real progress has yet been made toward utilizing the labor which from time to time is suddenly deprived of the tools and opportunities to which it is habituated. It may be stated in this way:

The desire of people to consume wealth in the form of goods is unlimited.

The satisfaction of this desire is limited only by the power of people to produce goods for consumption. Goods must be produced before they can be consumed.

In theory, therefore, it is impossible that the power of production should ever exceed the power of consumption, or, in other words, that people should ever be able to produce more goods than they can consume.

And yet, overproduction does take place, as every one knows, and results in distress and unemployment. At the present time it is estimated that there are 500,000 unemployed in the cities of the United States, in consequence of a reaction in trade and industry, from overproduction. There exists therefore a great body of surplus or unutilized labor, anxious to work and produce goods, while the desire of people to consume goods is undiminished and unsatisfied.

## MALADJUSTMENTS

The problem is one of adjustments.

It is inconceivable that society as a whole should ever be unable to consume the products of its labor, but it may be, and often is, either unable or unwilling to consume certain goods as fast as they are produced. Goods are of many different kinds, and one kind is always in competition with another kind, as when the consumer will choose to do without one thing in order to buy another, or as when a relative decrease in food production so increases the food cost of living that he has to deny himself other things in order to have his food. Overproduction is always in certain kinds of goods, and not in the aggregate of all consumable goods.

If labor and capital and imagination could all be transferred suddenly from one kind of production to another, then production would be symmetrical, as, alas! it is not and perhaps may never be.

Simon Newcomb, the American astronomer, who turned his mind to economics and wrote the best book ever produced on that science in this country, imagined a visitor from Mars conversing with a man on Earth to some such effect as this:

"Why is everybody so terribly depressed?"

"Because there is a great depression in trade and industry."

"And why is that?"

"There has been a great overproduction of things, people have been thrown out of employment, and everybody is poor."

"Overproduction of what?"

"Of everything, nearly—of food, which is so cheap that agriculture is ruined; of

manufactures, which are so low in price that there is no longer any profit in production."

"Then, the reason everybody is poor is that they have produced more goods than they can consume? Your country is overflowing with goods, and yet you think yourselves poor?"

And the man of Earth was puzzled how to answer.

To get at the causes of the seasonal and cyclical periods of unemployment requires the whole story of fluctuations in industry and trade. "Depressions" as they are known to-day are the development of the last hundred years or so. The ancients experienced famines, when, with every man making his utmost endeavor, the earth produced not enough to sustain all. When communities did their business in the same time-honored fashion decade after decade, before steam and mechanical invention and the awakening of intense individualism came, there was a kind of automatic regulation of the whole community's industry. Now the man who gets ahead invents a new idea every day. The thing that succeeds is "different." There is no telling what a nation of ambitious men, with credit banking as it has been evolved, and twentieth century communication, and centralization of brain and skill, is going to do, a year ahead.

It seems an anomaly and a great crudity that, notwithstanding the intelligence of supervision boasted of in this age, half a million men should be thrown out of work and their ability to use up a surplus of certain goods cut down just when the whole trouble is that they are not using it up; that in one year there should be too many jobs and the next year too many men; that there should be unemployment at all in the world when Canada and South America are clamoring for immigrants and when the relations between the German and Austrian Emperors are strained because the German steamship lines have been draining men out of Austria.

England, whose problem of unemployment was not only periodic but continuous, has undertaken an experiment which, if successful, is partly a solution. English thinkers say that the men who do the labor in an industry are a part of the industry, and that an industry is not self-supporting when it cannot steadily provide the livelihood for its labor forces. And the State has compelled English industry to assume the burden of continuous support for its labor through the system of unemployment insurance, paid for by an enforced increase in wages during busy times in the form of the State's assessment upon employer and employed.

## ENGLAND'S UNEMPLOYMENT POLICY

England, with its extremes of wealth and of physical and moral conditions, and with its high proportion of population engaged in manufacturing and trading, has had the hardest unemployment problem to solve. The United States knows next to nothing of pauperism and the "unemployable," although both exist here. But England had to find some way of meeting the effects of seasonal and cyclical unemployment, which caused much of the permanent high percentage of demand on public charity. English economists and sociologists have studied the subject more deeply than any others.

They studied trade fluctuations to find their causes. W. H. Beveridge in "Unemployment: A Problem of Industry," says:

This fluctuation of industrial activity has clearly nothing to do with the wishes or characteristics of the men employed. It is not with-

in the control of individual employers. It is not limited to particular trades. It represents alternate expansion and contraction in the general demand for labor and is only one aspect of a still more general ebb and flow dominating the economic life of the nation.

## DEPRESSION BRINGS PROGRESS

He finds that aside from the individual tragedy involved, trade fluctuations bring about progress and advancement in a nation:

Trade fluctuation is, indeed, at times obviously and directly the means by which the standard of production and of comfort is driven upward. When trade is expanding, many new factories are built; they have then their chance to overcome initial difficulties and get a footing while competition is less severe. When trade contracts again it is not the new but the old and relatively obsolete factories that have to close. The next expansion starts from a higher level of efficiency. In this way fluctuation appears intimately bound up with the possibility of material progress. The recurrent failure to operate means of production ahead of the existing demand is only partial. Each wave leaves wages higher or prices lower and productivity greater than did the wave before. As a matter of history it may be noted that the index number for wages has after each boom since 1870 sunk only to a point well above that reached in the previous depression, except in 1886, when the nominal rate was about the same as in 1879. Owing, however, to a remarkable fall in prices, the real wages were much higher.

## BASIS OF ENGLISH UNEMPLOYMENT INSURANCE

Beveridge recounts the unsuccessful attempts of England to provide for its unemployed by specially regulated labor on public works. He discusses the theories that laboring men should shift from place to place, to find demand, adapt themselves to different kinds of work, even learn an alternative trade, but concludes that there is no practical solution in any of these. The State policy of throwing upon industry the burden of steady maintenance of its supply of labor he thus enunciates:

It is a policy of industrial organization; of meeting deliberately industrial needs that at present are met wastefully because without deliberation. Fluctuations of demand are now provided for by the maintenance of huge stagnant reserves of labor in varying extremities of distress. There is no reason in the nature of things why they should not be provided for by organized reserves of labor raised beyond the reach of distress. To be able to follow the demand men must possess greater powers of intelligent movement from place to place. \* \* \* To be able to wait for the demand men must have a reserve for emergencies; they must not be living from hand to mouth; they must through insurance or its equivalent be able to average wages over good and bad times, and to subsist without demoralization till they can be reabsorbed again after industrial transformations.

It is a policy of establishing the standard of life upon a larger and broader basis. An individual is not self-supporting unless his earnings amount to a sufficiency for life and not merely a sufficiency for the time of waking. An industry is not self-supporting unless it yields wages not only for the time of employment but for the inevitable time of unemployment as well—unless it maintains all the men required by it both while they are in active service and while they are standing in reserve. So far, therefore, as the problem arises from fluctuations of industrial activity, it becomes essentially one of wages—of their amount, division, and expenditure.

## TOO MUCH LABOR?

John A. Hobson, another English economist, found that the increasing size of the trading element in community, as compared with producers, was bringing wider seasonal fluctuations in employment. Growing manufacture of luxuries was another influence. He believed that an excess supply of labor encouraged seasonal employment. Said he:

No true economy of human forces is able to compensate for a Winter's idleness by excessive work in the Spring and Summer months. \* \* \*



A good deal of the seasonal unemployment in the building, dock and many other trades is not necessary or inherent in the nature of the trade, but is attributable to the very existence of a dermic oversupply of labor. If there were not so large a "margin" of labor to make sudden calls upon, the irregularity of many trades would be largely modified. \* \* \* May not the existence under normal conditions of an average margin of 5 per cent. "unemployed" in the unskilled trades be a cause, as it is certainly a condition, of the fluctuations which make this year "good" and that year "bad"? If there did not exist this "margin" it is evident trade would not "revive" to the extent it does in such a year as 1889; but, on the other hand, is it not conceivable that it might not decline so deeply as in 1887? In other words, is it not possible that the fluctuations would be less violent if there did not under normal conditions exist an average "reserve" force of labor to "play with"?

#### UNEMPLOYMENT AND PAUPERISM

Percy Alden, M. P., writing in 1905, said:

The more severe the competition between manufacturers, the greater the demands that have been made upon the men, with the result that it has been becoming increasingly difficult for any except the young, the active, and the skilled, to count on regular and continuous work. Highly specialized conditions of industry in many trades have placed working people engaged in such trades at a great disadvantage in the event of a break-up in that industry, or even during a period of severe depression. \* \* \* The longer and more severe the period of depression, the greater the number of men discharged, all of whom tend to become demoralized and degraded by unemployment, some of them inevitably remaining as a permanent burden upon the rates.

Hobson also said:

Individuals endowed with special energy and enterprise are no doubt often able to turn their hands to another trade, but the average man, though he could take up some other skilled trade, if he had the chance, finds that he does not get the chance.

Beveridge found in statistics the direct connection between unemployment and growth of pauperism. He says:

The interval between the crises of unemployment and those of pauperism may represent the actual average interval between the dislodgment of persons from the industrial ranks and their arrival at the workhouse. That there is such an interval is certain.

Men thrown out of work and unable to get back into harness because of the competition of younger workers, inefficiency, &c., gradually eat up their savings, wear out their friends, and finally go to the State for charity:

The stream of men thrown out from industry is, no doubt, greatest in the years of the highest unemployment percentage, and least in those of the lowest. It does not in either case reach the workhouse till an interval which may be months, or may be a year and more.

#### DEPRESSION AND CRIME

He also traces a direct connection between unemployment and crime in England:

There is some ground for saying that assaults and minor crimes of violence, having their origin very often in drunkenness, tend to be more frequent in years of good trade and less frequent in years of bad trade. On the other hand, the pressure to steal is increased by adversity. \* \* \* There is a distinct co-relation between the number of larcenies and the volume of foreign trade each year; as trade expands larcenies decrease, and vice versa.

#### TRYING TO AVOID WASTE

The unemployment insurance system in England compels the particular industries to join with the State in continuous support of the supply of labor, but it does not do away with the waste of labor during slack seasons and depressions excepting as the cost of it is an incentive to commanders of industry to give employment more steadily and as the smallness of the stipend to men out of work is an incentive to them to seek some kind of employment when idle. To use idle labor it has been suggested that the Government hold back its orders for clothing and other equipment for army and navy

and such supplies as it can store, and give them out during the slack seasons of the year in different trades. It has been suggested, too, that certain public works requiring either skilled or unskilled labor could be so timed as to make possible the formation of a regular working force of men utilized during dull seasons in industry.

Belgium and Holland, and Germany, to an extent, have established work farms for labor out of employment, these being distinct from the very interesting tramp farms in those countries. Considerate treatment is accorded the men, single or accompanied by families, who seek employment in this way.

England has not been entirely successful with such attempts, nor at experiments with the idea of using idle industrial labor on farms, though it is not an utter failure. Something is accomplished by organizing a labor intelligence system. These are only helps, but they have a certain arithmetic influence in keeping down unemployment.

#### AMERICAN IDEAS

Victor Morawetz, discussing the subject of labor's part in wealth and its enjoyment, says:

Much loss of labor and capital is due to enforced idleness of laborers resulting from inability to obtain steady employment. Therefore, in all legislation affecting business and commerce, the urgent need of stability should be recognized. For the same reason it would be desirable to establish public labor exchanges or employment bureaus; and whenever practicable, with due regard to economy, necessary or desirable public work, such as the construction of highways, should be prosecuted at times when there is a slackened demand for labor.

To a certain extent the distribution of labor through the work of bureaus is now carried on, but it is obviously impractical except for the lowest grades and standardized trades. Neither employer nor workman can afford a long journey upon a chance or for a short job.

The labor unions attempt to lessen the losses of non-employment for their members. They have their unemployment insurance, or take care of their members when out of work, and they protect the working members from reduction of wages during depressions by limiting the demand for jobs in this way. In America, there is a larger aggregate of unemployment insurance financed through co-operation between employers and employed than is generally known about. The growing vogue of pensioning old employees will take care of unemployment to a certain extent.

It has been suggested by a French economist that the railroads might greatly help in times of depression by extensive work of upkeep or new construction. E. H. Harri-man did carry into effect just such a policy after the depression of 1908.

#### THE PRESENT SITUATION

In the United States, where only periodically the unemployment problem demands attention of everybody, there has not yet been proposed any preventive policy excepting that of the establishment of a nationwide employment intelligence system, and because the necessity is not acute, the plans drag along and nothing is accomplished. When trouble comes, American cities open up soup kitchens and make temporary shifts, such as the building of the million dollar speedway in New York at the time of the depression of 1893 and 1894. In England, where the Government is closer to the ordinary problems of the day, a high order of statesmanship is interested in them. In America, Federal statesmanship deals with things generally and abstractly. And the statesmen of American Commonwealths and municipalities are busy with other things.

## A Case Inverted

*The Dominion Railroad Commission Has to Determine Whether Rates in Canada Shall Be Reduced or Left As They Are, While Elsewhere in the World the Tendency Is to Raise Them—There Are Points of Comparison*

THE Dominion Railway Commission has just closed a two-year inquiry into the question of railway rates in the western part of Canada. In Canada, the men who manage the railroads must either be very much happier or very much gloomier than the men who have charge of the railroad industry in the United States. Here the railroads are asking for higher freight rates. There, the railroads are opposing a demand from Western Canadian shippers that rates be made reasonable by having something clipped off. The state of their minds obviously depends upon the facts about the rates as they now exist. If they are too low now, the prospect of having them cut lower, just when railroads everywhere else all over the world are going up, must have uncomfortable features. On the other hand, having rate schedules that anybody can ask to have lowered may have its advantages.

The Canadian railroads say that they are not really getting enough out of rates now. At the final hearing before the commission, according to The Monetary Times:

Mr. Phippen, counsel for the Canadian Northern Railway, presented some figures, rather startling in their nakedness, showing that the three principal railroads of Canada would next year face a total deficit of over \$26,000,000 after the payment of capital charges and interest on investments. Mr. Lafleur joined hands with his colleague, adding that a reduction in Grand Trunk Pacific rates at the beginning of that road's operation would ruin Grand Trunk Pacific credit. Mr. Phippen urged it was in the interest of Governments which had indorsed Canadian Northern Railway bonds and of the people not to reduce rates. It would be impossible, said Mr. Phippen, in view of increases in wages to employees, a thing which could not be controlled, increasing cost of fuel, &c., to reduce rates.

#### FIGHTING FOR FIXED CHARGES

Evidently the Canadian railroads are in an even worse position than those of the United States, for while here it is a case of earning too little to go ahead fast, in Canada the railroads are in a position where, if income falls, they may not be able to keep up with interest on their borrowings:

Mr. Eugene Lafleur, K. C., Montreal, following on behalf of the Grand Trunk Pacific, said that at the very outset a reduction in rates at the present time might put the Grand Trunk Pacific out of business; an order reducing rates might become a matter of life and death to the company. In connection with the consideration of the case of the Grand Trunk Pacific there were several things of which notice should be taken. Owing to obvious reasons the company could not submit any statistics relating to traffic. It was to be borne in mind, however, that the position of the Grand Trunk Pacific differed from the ordinary railway company. It was to a large degree a creature of the Dominion Government. The route followed had been imposed by the Government, by whom it had also been provided that traffic must be routed through Canadian channels. The record of the Grand Trunk Pacific up to the present time had been one of expenditure rather than of receipts. On the most profitable section of the line, that between Winnipeg and Edmonton, the fixed charges of the road for 1911 were \$6,100,000. The earnings were \$4,600,000, leaving a deficit of nearly one and a half million dollars. Mr. Lafleur said that in order to pay interest on capital charges the Grand Trunk Pacific must earn \$20,000 per day. This it was not doing. The company should not be interfered

with at this critical stage of its career. The Canadian Pacific Railway had been protected for a period of twenty years, and it would be suicidal and destructive of the whole object which the Dominion Government had in view when it planned the Grand Trunk Pacific to reduce the rates at the present time. "I ask you," he said, "to stay your hands at this critical juncture."

#### REASONABLE DEMANDS

Representatives of the Western Provinces and Boards of Trade attacked the statements of the railroad men, and made much of the argument that since the public is furnishing much capital and credit to the roads, they have the responsibility of so fixing rates as to encourage traffic and public development. The mildest demand was that of James Walsh, on behalf of the Canadian Manufacturers' Association:

The railways must receive a reasonable return on the capital which they have actually invested. To compel them to carry the traffic at unremunerative rates would not only be unjust but would immediately place an effectual check upon the extension of rail transportation, which the people at large are so anxious to encourage. In a word, therefore, we would be glad if your board, having due regard to all the circumstances, and considering carefully the interests of all concerned, would readjust rates in a way that would conserve and promote the welfare of the Western producer, and carry that readjustment just as far as it would seem practicable to carry it, consistent with the axiom that bona fide capital investment must always be afforded a reasonable return.

The Monetary Times thinks it would be better to let the rates remain as they are, but was not greatly pleased with the calamity arguments put in for the roads. It says:

There are strong arguments for leaving freight rates, generally speaking, as they are. These might have been used without the figures submitted by Mr. Phippen, with his admonitory "Hush!" The railroads of Canada generally are in the process of building. Evidence submitted at several sessions of the inquiry tended to show that the Canadian Pacific is the only one which can be regarded as a standard road. Even that road has before it large expenditures on extensions and improvements. The Grand Trunk Pacific and the Canadian Northern as transcontinental are about to begin their careers. Mr. Lafleur properly suggested that it was injudicious to interfere at this critical stage. On the other hand, he admitted that the Grand Trunk Pacific was to a large degree a creature of the Dominion Government, as the route followed had been imposed by the Government. We think, therefore, that the Government can scarcely afford to allow Grand Trunk credit to be "paralyzed completely," as suggested by Mr. Lafleur. With our railroads still in the formative process as big systems, it is obvious that railroad balance sheets will not look as healthy as they should do some years hence. It is equally plain that a reduction in rates will not help matters in that direction, but the citation of figures by Mr. Phippen does not assist railroad credit.

#### A FRANK APPEAL

Chairman A. W. Smithers of the Grand Trunk System is quoted as saying:

All over the world the railways are asked for more service and more accommodation for the same or less money. That the cities, with their manufactories, and the country, with its agriculture, could not exist, as at present, without the railways—in fact, would not have existed on anything like the present scale but for the railways—never seems to enter any one's head. To hear public men and the general public talk all over the world one would think the railway companies consisted of unscrupulous capitalists, rolling in wealth, whereas they are composed of investors who have invested their hard-earned savings in these undertakings—the return for which, throughout the world, does not, I suppose, average 4 per cent.

I fully realize railways must be under control and must conform to the law, and that the many and intricate questions relating to them must be argued before special courts or commissions, but I most respectfully ask that more consideration should be given to what the railways can really afford. Before petitions to lower rates and raise wages are granted, before extra service, extra equipment and extra facilities are ordered, let the commercial aspect be considered.

## The Power of Investment Returning

**Signs in Europe That Confidence In High Grade Securities Is Slowly Reviving and That the World Will Yet Be Able to Fund An Overhanging Mass of Short Term Obligations—Hoarded Money Coming Into Sight**

*Special Correspondence of The Annalist*

AMSTERDAM, Dec. 16.—There is a decidedly better tone observable in the investment markets. The strain on banking resources, which has been world-wide and of uncommon severity during so long a period, begins more and more to relax. Investors are subscribing freely to securities of good character, and it appears as if funds which have long been locked up are coming into proper use again. New issues are well received, and on our market during the last few months various investment securities which were offered have been placed with less or more success. Among the local securities of the first quality we mention: 10,000,000 florins, 4½ per cent., City of Amsterdam, at 100½ plus ¾ per cent.; 10,000,000 florins, 4½ per cent., Dutch Company, for the working of the State Railways, at 100½ per cent.; 2,100,000 florins, 4½ per cent., City of Arnhem, at par; 1,000,000 florins, 5 per cent., North-western Pacific Mortgage Bank, at par; 1,000,000 florins, 5 per cent., Holland-La Plata Mortgage Bank, at 99 per cent.; 750,000 florins, 4½ per cent., City of Schiedam, at par; 350,000 florins, 4½ per cent., City of Tilburg.

From the issues of international character, which were issued on our market, we name: £200,000 6 per cent. ten-year notes, Brazil Railway, at 94½; 200,000,000 lei, 4½ per cent., Roumanian bonds of 1913, at 87 per cent.; £1,200,000 6 per cent. Chinese Treasury notes, at 94½ per cent.; £1,000,000 4½ per cent., City of Stockholm, at 97½ per cent.

Moreover, many of the well-known local banking and industrial concerns have recently issued new shares, involving large amounts of money. Among these we find: 1,525,000 florins, shares Rubber Cultivation Company, Amsterdam, at 110 per cent.; 2,500,000 florins, shares Amsterdam Bank, at 170 per cent.; 1,000,000 florins, preferred shares Netherlands Rubber Company, at 105 per cent.; 1,459,000 florins, shares Royal Dutch Lloyds, at 105 per cent.; 5,000,000 florins, shares Netherlands Trading Company, at 145 per cent.; 1,405,000 florins, shares Netherlands Yeast and Spirits Company, at 250 per cent.; 1,225,600 florins, shares Royal Dutch Oil Company, at 620 per cent.; 1,000,000 florins, shares Colonial Bank, at 100 per cent.; 1,200,000 florins, shares Sumatra Tobacco Company, Rotterdam-Deli, at 185 per cent.

#### A FALLING INTEREST RATE

All the above-named issues were readily taken without having any significant influence upon our money market. Looking to the course of money rates pending the period the various issues were made, we find that the average rate for time money, thirty days, was, during the month of September, 4.92 per cent.; October, 4.85 per cent.; November, 5 per cent., whereas at present this rate rules between 4¾ and 5 per cent. This course of prices shows that no stringency prevails in the money market now as a consequence of the large amounts invested. This feature is of great importance because it may be taken as an illustration of the sound character of the investments and as a confirmation of the belief that funds which have been locked up during a considerable length of time are coming again to the market. The phenomenon is of greater significance, inasmuch as it is not only observable in our country but also on the other markets of Europe. England is reporting a good demand for first-class investment securities, yielding from 4½ to 5 per cent. interest. Germany is quoting gradually better prices for its Government securities. In France there is a brisk demand for Russian and other seasoned Government values, since the contemplated big French loan is no longer imminent. In Austria the issue of the Treasury notes of the City of Vienna has proved a complete success, and Hungary is now telegraphing gradually improving prices for the bonds of the many banking and mortgage institutions which are placed in Holland. So there is an improvement in the investment market all around. Just as in our market, money in the other European markets has not been adversely affected by the increasing demand for investments, but shows rather an easier tone. Comparing the pri-

vate discount rates during the last three months we see:

Paris, in October 3%, now 3½; Berlin in October 5½, now 4%; Brussels, in October 4%, now 4%; Vienna, in October 5%, now 5%.

#### WITHOUT SPECULATION

In our opinion too much stress cannot be laid on this favorable feature. The return of money to the investment market is a strong indication that normal conditions in the financial world are returning, and the increasing ability of Governments and municipalities as well as of railroad and industrial concerns to obtain the capital required at more reasonable terms is one of the factors indicating the improvement in the world's financial condition. Inasmuch as the increasing investment demand is accompanied by great dullness in speculative securities, it may be inferred that, taught by the disappointments recently experienced, investors are placing their money more soundly. Whether this tendency will assume greater proportions and will go so far as to bring us out of the financial woe which has characterized the world's conditions for so long a time, will greatly depend upon the question whether we will remain free from the political unrest which has afflicted Europe during the last few years. If this fortunately should happen it would be pretty certain that, with recession of business in sight, money will become more and more easy, and the prices of standard securities will adjust themselves to the lower rates ruling for money. In this manner the way would be paved to dispel a dangerous cloud which still hangs over the market in the form of the accumulated amounts of short-term securities falling due in the next few years. The amount outstanding of this kind of paper has become enormous. In your country alone there are due in the next few years:

	1914.	1915.
Railroad bonds.....	\$24,951,000	\$124,603,000
Railroad notes.....	310,023,000	95,203,000
Industrial bonds.....	24,669,000	16,834,000
Industrial notes.....	52,255,000	63,981,000
Total.....	\$411,898,000	\$300,621,000

#### THE WORLD'S PRESSING DEBTS

However, not alone in your country, but in Europe, too, enormous amounts of short-running securities have been issued. The notes in Europe consist almost exclusively of Treasury notes issued by the various Governments under the exceptional circumstances prevailing in the money market on account of the serious political situation during the last few years. Taking but a few examples we find:

Belgium, 300,000,000 francs, notes, due 1917; France, a big floating debt, plans to issue 500,000,000 francs in Treasury notes; Germany, 60,000,000 marks, notes, due one-quarter 1915; 80,000,000 marks, notes, due one-eighth 1914; 80,000,000 marks, notes, due one-fifth, 1916; Prussia, 185,000,000 marks, notes, due one-quarter 1915; 200,000,000 marks, notes, due one-fifth 1916; 200,000,000 marks, notes, due one-fifth 1917; 200,000,000 marks, notes, due one-eighth 1917; Austria, 125,000,000 Cr., notes, due one-quarter 1915; Hungary, 62,500,000 Cr., notes, due one-seventh 1914; 62,500,000 Cr., notes, due one-seventh 1915; 150,000,000 Cr., notes, due one-sixth 1915; 150,000,000 Cr., notes, due one-quarter 1916; 250,000,000 Cr., notes, due one-ninth 1916.

All these notes will have to be refunded in one or another way, and therefore it will be required to take care that the market will be left time to recuperate. It is a fortunate feature that the investment public begins to give some preference to the investment securities with longer terms, this being one of the first things required for the gradual refunding of the enormous amounts of short-running securities, which magnitude is not without danger for the situation of both the money and investment markets, and which in times of depression might easily lead to disaster.

#### Western Bankers Will Go In

*Special Correspondence of The Annalist*

CHICAGO, Dec. 26.—The bankers are busy preparing for the change to the Federal reserve system. All national banks and leading State banks will join, although there may have to be some modification of the Illinois banking law for the latter, and a change in the Illinois banking law means a vote by the people. Corporations here are not permitted to own stock in other corporations. No banker is satisfied with the currency law, but the more prominent among them believe that they can adjust their affairs to it without serious friction and that it is a patriotic duty now to make the best of the law.



## Queer Fire Hazards of Christmas Week

**They Are Those You Very Naturally Think  
of, and Then Others Which Only an In-  
surance Man Knows About**

IN the world of fire insurance the last seven days of each December constitute the hottest week of the year. No other week equals it in regularity of having the largest number of losses of about moderate size. Beginning with Christmas Eve, two very definite and peculiar conditions exist, which add distinctly to all the ordinary causes of fire in the normal week.

The first of these conditions is known as the "holiday hazard." The largest causal factor in our fire toll is carelessness, and during the holiday season carelessness is at its height. At this period this weakness spreads from the factory and store into the home, and even into the church. Christmas trees are resinous pine. The ordinary decorations are highly inflammable. The candles are an excuse for open flames. Then if to this combination be added an amateur Santa Claus with cotton whiskers, and if loose bits of cotton are used as snow, the result is a fine fire hazard in every home. The seriousness of this situation escapes notice merely for the reason that the whole performance has so long been a matter of course.

Christmas Day, therefore, throughout the United States ushers in a season of innumerable blazes. The number of these is so great and they are so similar in character, as seldom to attain newspaper notice, unless the homes of prominent persons are involved.

Within eight years, however, our cities, including the smaller cities and towns, have learned to enforce more strictly their regulations against the holiday hazard in retail stores. A National Fire Protection Association distributes each year enormous quantities of holiday bulletins warning citizens as to the danger in house decorations, and urging the substitution of such materials as will give the Christmas cheer without the possibility of the Christmas Day blazes which make fire insurance managers dread the twenty-sixth day of December; for that is a day of many telegraph and telephone messages, calling for the loss adjuster. These losses are colloquially known as "fire insurance Christmas presents."

### THE MORAL HAZARD

The second of the two conditions which make the last week the hottest of the year is to be found in that week's peculiar moral hazard. By its very nature fire insurance creates some degree of moral hazard. Property whose usefulness promises to diminish, or merchandise which sells slowly, if destroyed by fire and if insured, is thereby converted into cash at sixty days, or into ten days' spot cash at 1 per cent. discount. In case, further, the insured palms off fictitious or fraudulent valuation on the adjusters of his loss, insurance may be recovered even in excess of the sound value. This liability of fraud is as necessary a corollary to insurance against fire as certain mercantile crimes follow from the credit system of our commercial world. Fraudulent bankruptcy, or larceny of merchandise, would be quite impossible on a strictly cash basis of business, but they become possible under a system of credit. Yet we must have a credit system and we must have fire insurance, even at the cost of the evils therewith begotten. In 1912 Fire Commissioner Joseph Johnson in opening his Arson Exhibit on Chambers Street announced the opinion that in Greater New York 25 per cent. of all fires are incendiary. Whatever this proportion may nominally be, either in New York City or in the country at large, every fire insurance officer is confident that the ratio swells into multiples of itself during the last six days of December. The growth comes mostly, if not exclusively, among retail merchants.

Christmas merchandise includes hundreds of articles for which no demand exists during the remainder of the year. Other hundreds of articles enjoy at this time a stimulated sale. Both cases lead to a similar effect: for the succeeding eleven months they are "dead stock." Now, in a year when the Christmas buying has been backward, or when a particular merchant has had dull business, the retailer faces the necessity of packing away his over-stock of merchandise, because it is practically property never burns."

Over the desk of the President of a certain fire insurance company hangs the motto: "Profitable unsalable until another year."

To the retailer, tempted to sell his useless merchandise to the insurance companies via the kerosene ruote, another favorable condition exists

at this season. His unusual stocks for the holidays have necessitated additional insurance protection, ordinarily in the form of short term policies to expire Dec. 31. Owing to the holiday sales the merchandise is lowest by the night of Dec. 24, leaving the proprietor with insurance in force much in excess of values. In other words, the establishment is over-insured for the latter part of the month. And "the possibility of over-insurance," says Commissioner Johnson, "is largely responsible for arson." In the case of the holiday merchant, moreover, the excess insurance has followed in the course of a legitimate business process. There can be, therefore, no suspicion of intentional over-insurance in order to have a fire.

### ANOTHER MOTIVE

To the distinctly dishonest and crooked retailer who hesitates not to fire his own store for the sake of the insurance, the last days of the year bring another compelling motive. For the approaching close of the year means a closing of the year's accounts, an inventory of stock, balancing the profit and loss account, and, most of all in importance, a financial statement to his bank. January overhangs, coming with its bills payable to be satisfied. In a word, the year's end brings its annual day of reckoning. The hopes and plans of a twelve-month are now reduced to concrete figures, the showing of which to many a merchant is not a pleasant prospect. Last year's "merchandise on hand" is never a very liquid asset, and especially on Jan. 1. Cash has every advantage. And the desired conversion of merchandise into cash is accomplished, only too frequently, through an addition to the national ash heap. Christmas sales have removed from his shelves the most salable merchandise, and often the general confusion of the following days is made a screen for quiet removal of a further portion of the stock. The mythical match and mice are easily brought together beneath loose stuff, or some other means is adopted to force the "losses" on to the underwriters. The last inventory is a year old, and therefore useless; sales slips are easily caught by the flames, thus depriving the loss adjusters of their usual check on the claims for damage. Most careful scrutiny on their part will not forestall a padding of the statement of loss. Beyond this easy opening for fraudulent values and quantities in the sworn "proof of loss," the merchandise actually destroyed is certain to be the shelf-worn, out-of-style, unsalable stuff, and yet it is only the unusual instance where evidence is obtainable of a character definite enough to justify the companies in resisting the claim, the burden resting on them to disprove the owner's sworn statement of loss.

For fires of this general nature the last two days of December are famous. These two days, in certain former years, years of poor business conditions, are remembered with sorrow, and with fears for their recurrence, in such a year, for example, as 1913, when profits have disappeared in expenses.

### SUSPICION NOTWITHSTANDING

Taken as a whole, these year-end losses are one of the most serious problems of the companies. Drafts for losses are paid when it is evident the company is being victimized and often when the officers are definitely suspicious of a swindle, and yet in most cases they are so nearly helpless under any legal proceeding that the money is paid. So hardened to these facts has the Secretary of one company grown that he explains his action to the finance committee of the Board of Directors by saying that these losses come because the "insured needs the money."

Every year the smaller and weaker insurance companies make contracts with the larger companies, often with the European companies, whereby they re-insure themselves against their losses during the latter half of December. The loss ratio is apt to run so heavy in this "hot" period that a small company might sustain serious loss, a loss, too, at the one time of the year when it is impossible to recoup before the State insurance departments demand annual statements and examinations. The weak companies often choose to assume the certain loss of what the re-insurance contract may cost rather than carry the uncertainty of large losses which, in proportion to their gross business, might become disastrous.

This particular class of losses are now more numerous in cities of the third class and in towns than in the large cities. In New York City the energetic work of the fire marshal in hounding these moral hazards has undoubtedly improved conditions. To this active prosecution of incendiarism is credited the marked decrease in fires of suspicious origin during 1912 and 1913, and so far as the metropolis is concerned the situation is almost under control.

## To Choke the Oil Wells of Oklahoma

**The Production Has Begun to Overflow All  
the Tank and Pipe Line Facilities, and a  
Slump in Price Is Expected**

*Special Correspondence of The Annalist*

BARTLESVILLE, Ok., Dec. 26.—Producers in the Oklahoma oil field, the richest in the world, area considered, are bracing themselves for a slump in the price of crude oil. The price at this time in Oklahoma and Kansas, the mid-continent field, is \$1.03 a barrel. The producers have received ample warning from the big buyers, and are trying to relieve the situation by decreasing the production.

The year now closing has witnessed Oklahoma's greatest oil production and its greatest prosperity in the oil business. The estimated output for the year is 63,842,259 barrels, which brought an average price of 95 cents a barrel, or a total of \$60,650,146. This is a greater production, by 7,772,622 barrels, than in 1911, which had stood as a record year. In 1891 Oklahoma produced only thirty barrels of oil, and this was scarcely increased until ten or twelve years ago.

### THE OVERFLOW

Until less than two years ago the price of oil was from 40 to 50 cents a barrel. Then came the enormous demand for petroleum and its by-products in the automobile business. Section after section of Oklahoma was "wildcatted" and big oil production discovered. Not only the big producing companies, but private speculators, big and little, began scrambling for new production—and found it. Found it in territory where experts had predicted that oil in paying quantities would never be found. The fever of oil speculation spread all over the State. The price of oil was steadily advanced until it reached \$1.03 a barrel, six or seven months ago, where it has remained until this time, though \$2 oil was predicted by the end of 1913.

The volume of production grew until it became apparent that there was not sufficient tankage and enough pipe lines in Oklahoma to care for the enormous quantities of black gold that was spouting skyward. With tankage and transportation overtaxed, the buying companies saw that they soon would be in a predicament. The Prairie Oil & Gas Company has sent out this public warning:

"In the early part of the past Summer this field was producing approximately 168,000 barrels of crude oil per day, and of this amount we were buying daily almost 12,000 barrels more than we were able to dispose of with existing facilities for reaching available markets. We began early in the year looking about for additional markets, to which we could supply mid-continent oil in quantities, and during the Summer succeeded in making arrangements for a further outlet of approximately 20,000 barrels a day. In order to reach these new markets and increase our deliveries by this amount we were compelled to spend the latter part of this year several million dollars in increasing the capacity of our existing pipe lines and in the building of new pipe lines.

"We will soon have in operation all these new lines, and between now and the 15th of January expect to be disposing of about 20,000 barrels of oil per day, more than we were disposing of in July of this year. At the present time there is being delivered to our lines about 125,000 barrels of oil per day. Of this we produce from our own properties about 12,000 barrels, the balance being purchased from producers throughout the mid-continent field. This is about 22,000 barrels per day more than we were receiving six months ago, and since we were then receiving 12,000 barrels per day more than we could dispose of, you can plainly see that the additional outlet of 20,000 barrels still leaves us with a daily overproduction of approximately 14,000 barrels of oil, which cannot be sold and must be put in storage.

### A CHECK TO PROMOTION

A letting down in the oil business in Oklahoma at this time might not be without many advantages to the legitimate promotion of the oil industry. The speculative interest in oil caused by the discovery of new fields and by the remunerative price that is being paid for oil have brought about the organizing of numerous companies whose officers and agents are selling stock to small investors. Many of these enterprises, and the men behind them, are fair and square. Others, however, closely approach get-rich-quick schemes. The promoters of such companies are mostly dealing in leases which they have obtained for small sums in localities where oil has not been found, and which they have capitalized beyond visible values.

## True Gauge of the Velocity of Money

**A Movement to Substitute for the Statistics of Bank Clearings a Record of Total Payments Affected by Bank Checks**

The going into effect of the Federal Reserve act is expected to cut down very materially the total of bank clearings in the United States. A part of the work of the Federal reserve banks will be the exchanging and collection of checks between banks of different parts of the country, and, although the Clearing Houses in cities will continue in existence, a substantial part of the great volume of checks that are now cleared by them will find their way through the reserve banks, even in local exchanges.

The figure of total bank clearances is accepted in America as the standard gauge of the turnover of trade. It is only a part of the whole total, of course, since cash transactions and transactions between persons both of whom have accounts in the same bank, as well as a stupendous aggregate of checks directly collected between banks, are not included. But it is taken for granted that the clearances are steadily in proportion to the entire total and that their fluctuations measure the fluctuations of all business.

For a little more than a year the American Bankers' Association has been trying to get the Clearing Houses to collect from member banks a new figure that is more exact than that of clearings. This is the total of bank transactions, meaning the week's total charges against deposits. Several important cities have been reporting these facts regularly during this year, and O. H. Wolfe, the Secretary of the Clearing House Section of the association, has determined that the total of bank clearances is not at all a true measure of business.

In a communication sent out to banks over the country, advising them that the new system of banking will practically destroy the value of the clearings statistics, he calls attention to the fact that clearings totals do not mean the same thing as reported from different cities, and important differences in the nature of the items cleared, the manner of settlement, &c., rob clearings of a great part of their statistical value even to-day.

He shows how reports of clearings in separate cities have not totaled in the proportion of the size of the cities, which is partly accounted for by differences in trade activity, per capita, also by the size and number of banks in a separate city. In a city having a comparatively few big banks none of the check transactions will be settled wholly within banks instead of between them. The fact that certain cities are reserve cities in the present system also makes a difference. For instance, Mr. Wolfe says:

We may compare the three cities, Detroit, Cincinnati, and Los Angeles, which are among the representative cities which have been furnishing us with the total transaction figures. The clearings of these three reserve cities affected either one way or the other by the various factors we have mentioned do not vary widely. Over a period of three months the average weekly clearings of Los Angeles have been \$22,000,000, those of Detroit \$26,000,000, with Cincinnati between at \$24,000,000. The proportion of bank deposits to individual deposits in Los Angeles and Detroit is about 10 per cent., while in Cincinnati it is over 20 per cent. Hence we find that Cincinnati's total bank transactions over this same period were \$77,000,000, as compared with only \$36,000,000 for Los Angeles and \$59,000,000 for Detroit.

The low figure of the coast city is probably due to the custom of using gold in preference to notes. There are no gold ones and twos, hence the average person would naturally carry more money around in his pockets and would be less apt, therefore, to use checks.

From all reports this year, Mr. Wolfe estimates that over the country the average of clearings to total transactions is about 40 per cent. This would make the total check transactions of the country about \$10,000,000,000 weekly, indicating a weekly turnover of all the bank deposits subject to check. Of the necessity of getting wide statistics of a new kind, Mr. Wolfe says:

The Federal Reserve act will materially alter the figures of clearings, since checks will follow different channels and settlement will be made on a different basis. New trade barometries are, therefore, in order, and the best statistics available by which to calculate the volume of trade, velocity of check circulation, and the use of banking facilities are the total charges against deposit liabilities. These figures are easy to get at and they will prove of value not only to the business public but to the banks themselves. The figures of the cities now reporting to us will be published from time to time during the year, with the 1913 totals for comparison. Why not include your city in the list.

### Commendable Manipulation of Securities

*Special Correspondence of The Annalist*

CHICAGO, Dec. 27.—A sharp advance in New York exchange at the end of this week to 25 cents premium to-day was caused by final purchases of \$750,000 in New York exchange by the city, which

will retire \$1,371,000 of maturing bonds, with accrued interest amounting to \$557,790, on January 1. Nearly half of the bonds will be redeemed at the American Exchange National Bank in New York. The city authorities expect that the retirement will accelerate the popular sale of new 4s. Most of the accumulated interest is from the water fund, with a small amount from the corporate fund.

### MONEY AND TRADE IN CHICAGO

**The Investor Is Expected to Appear in the Market During January**

*Special Correspondence of The Annalist*

CHICAGO, Dec. 26.—Money conditions here and throughout the West have grown irregular, but rates remain fairly steady at 5½ to 6 per cent. Demand for money is general but slackening. The expected break in money rates may not occur until well along in January. Bank reserves are close to the legal limit, in a few cases the lowest of the year. Currency shipments and receipts are less than a year ago but normally balanced. The recent decline in domestic exchange on New York to below par for the first time since the late Summer represented mainly year-end requirements. Country banks are extending their obligations at the reserve centres. Recent increases in bank clearings represented mostly this city's spreading area of commercial and banking activity. Real estate has been more brisk than for a long time, with a few notable transactions downtown. Illinois Brick Directors evidently look for a fair year or they would not have raised their dividend this week. Bond men still find business about as dull as possible except for the regular buying that is almost always in evidence.

### CHEERFUL CHICAGO BANKERS

**One Says That We Have Already Turned the Corner in the Depression.**

*Special Correspondence of The Annalist*

CHICAGO, Dec. 27.—Year-end interviews by bankers are more cheerful than was expected a short time ago. George M. Reynolds sees indications of eastern freight rate advance. President Caldwell of the Investment Bankers Association predicts much easier money. President Hamill of the Corn Exchange National says: "I am optimistic of the future." Vice President Fenton of the National Bank of the Republic says the stream is flowing more freely. Joseph Rushton says we have turned the corner.

### THE FALLING TIDE OF TRAFFIC

**Railroads Are Finding Less Use for Freight Cars Than Is Normal in December**

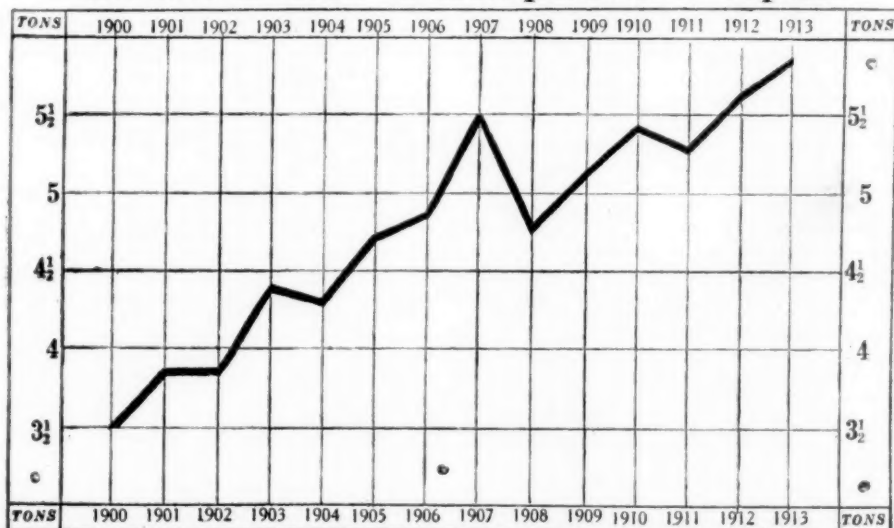
*Special Correspondence of The Annalist*

CHICAGO, Dec. 26.—Between the middle of November and the middle of December last year the net shortage of freight cars in the United States and Canada decreased from 50,000 to 35,000, whereas during the same period this year the net surplus increased from below 23,000 to nearly 102,000. In other words, the decline in traffic for the month represented about 79,000 cars this year and only 15,000 cars last year. The largest surpluses are in the Central West, Northwest, Far West and Canada, and the largest relative increases in surplus have been in the Eastern section of the Central West and in Canada. The "blue" East makes the best showing with a net surplus of very few thousand cars, while the Southwest and intermountain States almost duplicate the Eastern exhibit, with Southern traffic still running fairly close to equipment supply. Percentage of all cars in shop is 1½ per cent. higher than a year ago, but there are 5½ per cent. more cars on their home roads, and the average performance is better, the performance comparisons being quite fair as weather conditions of early Winter have been similar this year and last.

Traffic is more irregular than usual because the commercial recession is not uniform as to places or things. A few large systems like the Illinois Central actually have good gains for December. Traffic is badly balanced also, there recently having been a heavy movement of grain, including high record receipts of corn for a short period, whereas the industrial tonnage has been off. Merchandising for the holiday season has more than held its own. Country roads are in bad condition, and that will curtail carloading a while. The year-end shutting down of large industrial plants will continue longer than usual, and the bituminous coal operators will further curtail production the coming week. Industrial managers, unlike financial magnates, never advertise their troubles. Railroad officials have acquired a good deal of the financial habit in that respect.

Shorter average haul and lighter average loading per car in conjunction with the shrinkage in traffic volume do not enable the railroads to reveal in their net earnings the reduction in transportation costs, but the recent let-up in maintenance charges will help.

## Growth of Coal Consumption Per Capita



Consumption of coal per capita in the United States has grown from 3.5 short tons in 1900 to 5.8 short tons in 1913—an increase of more than 65 per cent.

It is doubtful if any industry in the United States has made such wonderful progress in the last few years as that of coal mining. The production—of both anthracite and bituminous—in 1900 was 269,683,272 short tons, and this year, according to an estimate just made by the United States Geological Survey, it will be between 565,000,000 and 575,000,000 short tons—surpassing by 30,000,000 or 40,000,000 tons the previous record output of 534,466,580 tons, made in 1912. This year's enormous tonnage was produced despite the strike in the Colorado coal fields which curtailed production there about 50 per cent., a shortage of labor almost throughout the year in the eastern districts and a decreased output in the Ohio Valley States because of the great floods. It is estimated that the decrease in that district alone amounted to from 5,000,000 to 10,000,000 tons.

But even more interesting than record production is the great increase in per capita consumption. From 3.5 short tons per capita in 1900 it has grown steadily until, based on the lowest estimate of production, it amounts to 5.8 tons in 1913. In only three years since 1900 has the consumption per capita been smaller than in the preceding year. In 1904 and 1911 there were fractional decreases, but in 1908, a year of depression in all lines of business, there was a decided slump, amounting to about 1,600 pounds of coal for each person in the country. This loss of four-fifths of a ton in the statistical per capita consumption must be supposed to correspond to a decline in the general consumption of all goods. Naturally no change in the rate of general consumption of goods could fail to affect the statistical per capita consumption of coal, as that is a commodity which enters into nearly every conceivable form of production.



## Closing the Doors of Latin America

**French Capital, Which Did Much of the Pioneer Work and Took Great Risks, Complains of the New American Attitude**

*Special Correspondence of The Annalist*

PARIS, Dec. 18.—Ex-President Roosevelt has been touring South America trying to talk over to his creed what Europeans consider one of their pet reserves, where they have sunk much money without gathering, as yet, adequate benefits.

Darkening the lines which President Wilson had drawn in its sketch of American Republics subservient to foreign capital, an Ambassador of yours declares that no foreign control over Latin America, either financially or industrially, would be tolerated by the United States. Great Britain appears to bow to your desire, and British concessions in Colombia and Ecuador are said to have been abandoned.

And the French, will they be as easily persuaded to turn back? French capital went to South America chiefly under the auspices of French banks established there. The money spread through all the trade channels. It became part and parcel of the commerce and industry of those countries, from which it cannot be withdrawn unless other money is substituted. Daring risks and taking chances, French pioneers—even if by securing concessions—have prepared the ground for a future still to come. It seems impossible, to our bankers and investors, that their Government will accept without demur the dogma of America to the Americans in its new application to business intercourse.

The question must remain in abeyance at present while the Monroe Doctrine grapples its first neighbor in a struggle which France longs to see ended. When the settlement of the Mexican question comes and the balance of French losses (considered here as a consequence of the United States policy) are summed up, the French and American democracies may be expected by the French business community to clearly define the limits of their rights and claims over the financial development of Latin America. Could not the idea be taken up when the French and American Presidents exchange visits? The sooner such an understanding is arrived at, the better will it be for the parties whose most vital interests are at stake. The South American crisis, which must preoccupy you just as it worries us, cannot be righted without money and, until further proof, the easiest place where such money can be obtained is Paris.

The gradual achievement of a Pan-American Railway connection between New York and the South American States, through lines in which French capital has taken risks that have not been understood as yet, is meant to widen the range of Monroeism. "By the new route," says a leading French paper, "the exchange of Northern manufactured articles against the Southern foodstuffs will eliminate European imports from which England, Germany and France itself derive now such enormous profits. Along it, again, if a huge blockade by some conqueror of future epochs should paralyze their coast navigation, the United States could move their troops. It must not be forgotten that Asia, that huge reservoir of men, watches America even more keenly than Europe does—the reservoir of produce. These perspectives have not escaped the far-sighted business men and statesmen of the Star-Spangled Republic, while our small States in a disassociated Europe have lost even the comprehension of their own safety."

### MAKESHIFT FINANCING OF MEXICO

**Comment on the Announcement That the Country's January Coupon Will Be Paid**

*Special Correspondence of The Annalist*

LONDON, Dec. 17.—Messrs. Morgan, Grenfell & Co. have announced that they will pay the coupon on the Mexican Government 5 per cent. foreign loan on Jan. 1. Of the payment of that on the National Railways of Mexico 4½ per cent. prior lien bonds we have little hope. The money has not been earned, and it would be necessary for the Government and somebody else to borrow it. There is no Government guarantee of the bonds, and in its desperate straits the Government is not likely to trouble itself about indirect injuries to its credit. Many here say that it will be best to make default. Financial houses cannot go on borrowing money to pay coupons indefinitely.

With no settlement in sight, what good does it do? The financial crisis should be allowed to come to a head. The sooner it does so, the sooner shall we get on to the next stage of Mexican history,

which cannot at any rate be worse than this. There is a good deal in the argument. Meanwhile exchange shows no improvement for the Mexican companies, and Huerta's successes obscure the situation still further.

If there is to be a long Huerta regime, without the money or influence which the recognition of the States alone can supply, the outlook for bondholders is black, indeed. This week the troubles of the Hispano-American Bank, one of the largest in Madrid, due to the congestion of liabilities and assets in Mexico, has advertised the whole melancholy business. The bank's difficulties have had no direct effect here beyond a sharp fall in the Spanish exchange, as credits were transferred hence to Madrid institutions to fortify them in the crisis. There is a small and precarious market only here in Spanish exchange. Merchants who sell to Spain arrange for the most part for payment in francs in Paris, and the business is switched through that city.

### ROOT IS LONDON'S PROPHET

**His Speech Caused the City to Shake Its Head and Talk of Inflation**

*Special Correspondence of The Annalist*

LONDON, Dec. 17.—In so novel and intricate a structure as the Currency bill a small change may have big and unexpected results; so London has been sparing itself the trouble of thinking out how the bill is going to affect its interests until it sees the final form of it. Mr. Root's criticisms have for the first time directed the general attention of the financial community to the matter. From what the City knows of him, it supposes him to be a man more after its business-like heart than the President, as he is painted for the City by the business press. So the City shakes its head with Mr. Root over the Currency bill, and it is beginning to be the correct thing to call it a dangerous, inflating measure.

"Inflation?" said to me a financier of mordant mind, "very like, and a good thing, too. With credit shrunk all over the world, and in the States in particular, from sheer nerves, what could be better than a little inflation?" A dangerous doctrine—because these artificial solvents for credit are so hard to confine to the useful limit. We shall need in the new year a freer use of good credit; to dilute our supplies with a lot of bad credit can do us no good.

### THE PUBLIC BROKE A STRIKE

**In Leeds Everybody Turned In to Run the City When the Employes Struck**

*Special Correspondence of The Annalist*

LONDON, Dec. 18.—The Leeds strike is of interest to students of labor problems. It provides an instance of the limitations of the strike as a weapon in industrial warfare. The whole body of municipal workers, trainmen, electric power stationmen, scavengers, grave diggers, and so on, have gone on strike, some for improved terms of employment, others out of sympathy with them. The town was left without transport or light, the streets unscavenged, and the corpses uninterred. It might be supposed that so effective a blow would have won the battle for the strikers in a day. But the very severity of the strike has caused its failure. Leeds has turned to and done its own municipal work. Aldermen stoked the power furnaces, the undertakers dug the graves, and professional men ran the trams and cleaned the streets. They do not do it well, but they get it done, and the strike is collapsing. The moral is, that when a strike effects a direct paralysis of the city life of the community it overleaps its mark and fails, at least when it does not enlist public sympathy. Had the Leeds strikers had the populace on their side, the middle class strikebreakers would have been hunted by mobs, and there would have been riots, as there have been in Dublin; lacking that popular support the strikers are beaten. Transport and public workers' strikes were becoming a serious menace. The Leeds failure may do much good in persuading the unions and the men of the limits within which the strike weapon can be used.

### The German Steamship War

*Special Correspondence of The Annalist*

BERLIN, Dec. 18.—The situation between the two German steamship lines is just as badly strained as ever. The Hamburg Line recently made certain proposals to the Lloyd as a basis for settling all points of difference, but these were not accepted by the Lloyd, or, at least, it made counter-proposals of a kind that the Hamburg Line was sure to reject. The latter is holding fast to its two chief demands—a considerable increase in its emigrant quota and temporary cut-rates in emigrant traffic on the Imperator.

## Unhappy Year's End on London's Markets

**It Closes a Season of Losses, and There Is No Expectation of Brisk Recovery With So Many Countries Waiting to Borrow**

*Special Correspondence of The Annalist*

LONDON, Dec. 17.—We are winding up the year in a miserable frame of mind. Prices fall with monotonous regularity, and in the succession of dull days a flat day is the only incident. The general causes are only too familiar—Mexico, the Indian banking crisis, the steady and unwelcome stream of new issues, labor unrest, the uncertainties in your situation, and the advertisement which we receive every day of the fact that, literally, there is not a state in Europe, unless it be Andorra, that has not got a loan up its sleeve. Relief was expected from speedy flotation of the bulk of these in Paris this Autumn. Their indefinite postponement, with the fall of the French Ministry and the scrapping of its loan policy, is a chief cause of our depression, reflected from Paris. They had bought there in anticipation of a bullish preparation of the Bourse markets for the new issues, and of the cheaper money which the French loan would set free; and now they sell back to us. Added to all this, there is the effect of the season. Bulls have been hanging on to their accounts all the year, in falling markets, unwilling to face an ever-increasing loss. Now, at the year's end, they make up their minds to close their misbegotten accounts, cut their losses, and start the new year poorer, but at least with a clean slate. Sales of this sort have given us several days of real gloom. Amid these clouds the financial city clings to one hope, the falling off in trade and the money which that is to set free in the new year. The experts of the money market, however, are not building much on that. In their province the most noticeable feature is the remarkable firmness of the discount rate for the time of year. Brokers and bankers have been frightened by the stories of the big amount of gold which the Bank of France is going to get in the early months of the new year. Certainly it is still getting gold from wherever it can. During the last six months it has received £1,000,000 (Turkish) from Constantinople. Some who profess to know strenuously deny that it contemplates any large operations of the sort. Nobody knows for certain.

Finally, our Christmas box from the Prime Minister is an unmistakable hint that we shall have to have fresh taxation next April. There is, of course, no hint what it is to be, but he suggests that it will be accompanied by a revision of the basis of the income tax. Quite unnecessarily the middle class reads "revision of basis" as "increase of charge." It is more likely that any change will be in the direction of a steeper graduation, and a further relief to earned income. But, good as that is for the middle class, it is naturally sorry news for the big capitalist. There is disappointment in all this, for six months of booming trade and three of good trade had led the taxpayer to hope that the Chancellor would be able to face yet another year without increased taxation.

### AMERICAN ISSUES ABROAD

**Despite Unfavorable General Opinions the Illinois Central Offering Succeeds**

*Special Correspondence of The Annalist*

LONDON, Dec. 18.—One of the first of the great blanket mortgage operations comes to us in a very mild form, the issue, at par and accrued interest, through Barings of £1,000,000 5 per cent. bonds of the Illinois Central-Chicago & St. Louis, part of the \$120,000,000 blanket of which \$36,000,000 is for new construction. The \$6,000,000 surplus for 1912-13, in spite of floods, looks comfortable enough, and the general opinion is that the bond is a good security, but not particularly cheap. Even at this time of poor subscriptions it succeeds in getting itself fully subscribed. The passing of the New Haven dividend is of little direct concern to us. The stock is not dealt in here, and our chief interest is in its reaction on Pennsylvania. At other times the concession in rates to the Boston & Maine and the confirmation of through freight rates on the Union Pacific and Oregon Short Line would have stimulated the American market as evidence of a new leniency toward the railroads and an earnest of good things to come from the joint application of the Eastern roads to the Commerce Commission. But at the moment the stagnation is too complete to be stirred. Much of it is due to the recent finance of the Canadian Pacific, which is thought ominous of the state of transport business.

London  
Paris

## Foreign Correspondence

Berlin  
Amsterdam

**E**UROPE was not as optimistic last week as was America, interpreted by the stock markets. There was a slump in Paris, where the financial community dances about wondering what the Finance Ministry will do next. The French industrial list had to be supported to prevent bad breaks. Berlin was not quite so depressed as Paris, but experienced marked declines. London's was the most cheerful market in Europe. American stocks were inclined to rise. In Paris, where a political fight on Turkey by Russia has taken the form of an attack on Turkish financial credit, it is reported that the Young Turks are in dire financial straits and that internal warfare may break out at any time.

### A MISCALCULATION IN BERLIN

**German Speculators Misjudged the Effect of the Currency Bill on American Stocks**

*By Cable to The Annalist*

BERLIN, Dec. 27.—The week in Berlin's financial centre has been a quiet one on account of the holiday. Trading interest in the stock market revived on Tuesday when news of the signature of the new Currency bill at Washington was received. It was believed that Wall Street would be stimulated by it, and there was great disappointment on Wednesday when it was found how slightly the establishment of a modern banking system in the United States had influenced your markets.

### German Money Goes Higher

*By Cable to The Annalist*

BERLIN, Dec. 27.—The Boerse to-day failed to respond to the upward movement of the New York stock market. This was caused by liquidation in connection with the monthly settlement. Contangoes command 6½ per cent., which is higher than was expected. The Seehandlung, the biggest lender in the market, prolonged only the smaller loans to the January settlement. This created a heavy demand for money, lifting the call rate to 4 and above.

### Turks and Mexicans

*By Cable to The Annalist*

BERLIN, Dec. 27.—Berlin's market was on Monday still under the influence of the French and Russian attacks upon the credit of Turkey, and the recent slump in Mexican securities. The Mexicans resumed their downward course by a sharp drop on Tuesday on news of Huerta's latest decree. They broke badly again on Wednesday but recovered well to-day.

### Iron and Shipping Shares in Germany

*By Cable to The Annalist*

BERLIN, Dec. 27.—Iron and steamship company stocks are weak. The reductions on pig iron in America and in Belgium and less favorable reports about German trade affected the irons. Steamships vacillated and closed the week from two to four points down. Latest rumors about the renewal of pools was unfavorable.

### Slump in State Issues

*By Cable to The Annalist*

BERLIN, Dec. 27.—The opening of subscriptions to the Bavarian loan of 90,000,000 on Tuesday brought forth tenders to the amount of only 55,000,000. Home loans lost ground moderately. The situation has reacted badly upon all Government issues. It is now reported that the new imperial and Prussian loans will be announced the first week in January.

### Canadian Pacific in Berlin

*By Cable to The Annalist*

BERLIN, Dec. 27.—Canadian Pacific early in the week held above the New York parity and was actively bought after prices had fallen considerably. In the past two business days, however, Canadians have had heavy breaks in price.

### FINANCE A PUBLIC UTILITY

**The French Government Bosses the Bankers and Punishes Them for Unapproved Loans**

*By Cable to The Annalist*

PARIS, Dec. 27.—The slump on the market made new headway at the beginning of the week, attacking haphazard all departments of the security lists. A momentary alarm was caused by a rumor of dissension between English and American Admirals in Mexican waters. Wednesday the depression affected especially the French industrials, particularly Omnibus, Thomson-Houston and all the electricity stocks which it is supposed have been saved from further trouble so far by the banks' acceptance of them as collateral. But prolonged idleness and the approach of the end of the year discourage the bankers, and syndicates have taken up their support.

Briand's political speech shows that there are Parliamentary fights ahead. Meanwhile Caillaux has demonstrated to the Budget Committee the fact that immediate military expenses will greatly exceed the estimated 900,000,000f. and that the budget will require an additional 900,000,000f. yearly which he proposes to raise with a capital and income tax. Caillaux declares that the Government will permit the Serbian and Russian issues because the former Cabinet gave the promise, but Dumont denies the fact. Consequently the financial public cannot come to any precise conclusion about the outcome. Meanwhile the glut of uncertain foreign treasury issues makes the situation very unsatisfactory. There is no telling beforehand what loans the Government will permit.

The supposition that the Bank of France was saddled with the recent issue of French Treasury bills has caused much criticism because this is considered dangerous.

During yesterday's session of the Chamber Caillaux declared that Perier (the banker who issued the Turkish notes) should be fined for a technical offense.

Russian industrials are nervous and irregular on St. Petersburg's market, in spite of the official warning given by the Russian Government that loans will be punished.

The money market is steady. Loans by the day are a bit tighter, and it is expected they will be 4 and 5 per cent. over New Year's.

### Mexicans Slump in Paris

*By Cable to The Annalist*

PARIS, Dec. 27.—Foreign funds show scarcely any change excepting the Mexican bonds which the continued collapsing of Mexican banks and Huerta's announcement of a bank holiday to save the situation have caused to be greatly depressed. The Mexican Legation declares that bankers have received the money to meet the January coupon on Mexican bonds, but does not state whether it applies to all loans or the external 4s only. There are recurrent rumors of a new Mexican loan. It is thought probable that the money to meet the coupons on the last 6s was retained when they were issued.

### The French Like the Banking Bill

*By Cable to The Annalist*

PARIS, Dec. 27.—The highly satisfactory conclusion of the legislation for America's new currency and banking system strengthened the American section of the Bourse's market. There was no trading in American Telephone & Telegraph. Atchison improved. Rio Tintos fluctuated. To-day's market opened better. New York's market of yesterday made a good impression. But it closed weaker in spite of attempts to rally Rio Tintos and rentes.

### Turkey Desperate for Money

*By Cable to The Annalist*

PARIS, Dec. 27.—A man who has most confidential and intimate connection with secret Turkish

politics here receives the news direct from Constantinople that the Government is in desperate straits on account of lack of money. There are dissensions in the army, and a pronunciamento is threatened. There is general distrust of the Young Turks' inquisitorial rule. He believes that no salvation for the situation is possible and that the dismemberment of Turkey is now inevitable. Although tainted with sympathy for Hamid, this confidential informant is a dependable authority.

### LONDON DULL, BUT CHEERFUL

**The Settlement Showed a Larger Bull Position in American Securities**

*By Cable to The Annalist*

LONDON, Dec. 27.—The Stock Exchange was open to-day for the fortnightly settlement, and little else was done. The tone of business was confident, and markets were firm excepting in the case of Mexican securities. There are no fresh developments known here in regard to the possible funding of interest due on Jan. 1 on the Mexican National 4½ per cent. prior lien bonds. The settlement showed a slight increase in the bull position in American shares, particularly Canadian Pacific. There was no fresh liquidation of Brazilian railways to-day.

### Railways and Coppers

*By Cable to The Annalist*

LONDON, Dec. 27.—Holiday traffic this year has been of record proportions, and British railway stocks have been bought on the strength of this. Copper shares were strong owing to more favorable reports from your side and from Rio Tinto.

### English Investors Less Indifferent

*By Cable to The Annalist*

LONDON, Dec. 27.—With the new year the markets will be faced with many new capital issues, three British colonies being among possible early borrowers. An issue of £2,000,000 7-year 5 per cent. notes of the Grand Trunk Pacific Railway made last week at 97 is now quoted at a premium. This has been an encouragement for all the Canadian issues.

### Bank of England's Position

*By Cable to The Annalist*

LONDON, Dec. 27.—The Bank of England's return, delayed till to-day because of the holiday, shows that institution to have lent already £9,000,000 in preparation for the end of the year. The reserve is £2,500,000 higher than a year ago.

### TURKEY'S TROUBLES WITH A LOAN

**The French Government Obstructs the Funding of Its Notes**

*Special Correspondence of The Annalist*

PARIS, Dec. 18.—The issue of Turkish Treasury bills was at first taken in Paris as a sign that the danger of political complications in the Levant had been warded off and that the present French Cabinet would adopt a less unremitting policy with regard to the introduction of foreign loans.

Alas for our fond hopes! The incident concerning the military command of Constantinople's garrison, given to a German General, threatens to create ill-feeling among the big powers, and of other new issues there is, as yet, no sign. Moreover, considerable difficulties have sprung up on the very Turkish Treasury bills, and it is said quite openly that no listing will be permitted. They are secured by a Government tax on real estate, the proceeds of which the Turkish Government undertakes to hand over to the Ottoman Debt Council. This clause created some incidents that, although they do not stir the public's attention, are as birds of bad omen to the deal itself. First, the Imperial Ottoman Bank hastened to publish that it was not intrusted with the service of the loan. Second, the Council of the Ottoman Debt sends a "communiqué" in which it declares that it is disposed to accept deposit of the estate tax "as collected by the fiscal authorities for the loan's service," but only if it be inserted in the text of the bonds, both provisional and definitive, that the Council's action is merely that of an intermediary without any responsibility whatever.



## Barometrics

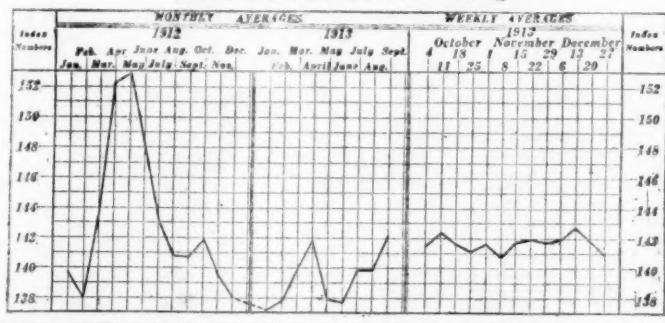
THE volume of business, which has been diminishing for several months, continues to decrease at the close of the year. The Annalist Index Number fell a point last week, there being a general decline in food prices. Foreign trade figures for November show a substantial decrease in imports and a larger decrease in exports, so that the favorable balance is about \$28,000,000 smaller than in the same month of 1912. For eleven months, however, the favorable balance is more than \$150,000,000 in excess of that for the same period last year. New security offerings during the year were approximately \$250,000,000 less than in 1912, while refunding was more than 100 per cent. greater. There were over 100,000 idle freight cars on Dec. 15, as compared with a shortage of 36,000 the year before. With such a surplus, railroad earnings naturally continue to show losses. There were no important changes in money rates or in the New York banking position.

### THE ANNALIST INDEX NUMBER

Weekly Averages.		Years' Averages.	
Dec. 27.....	140.9	1913.....	139.98
Dec. 20.....	141.9	1912.....	143.25
Dec. 13.....	142.7	1910.....	137.17
Dec. 6.....	141.9	1896.....	80.09
Nov. 29.....	141.7	1890.....	109.25

An index number is a means of showing fluctuations in the average price of a group of commodities. The Annalist Index Number shows the fluctuations in the average wholesale price of twenty-five food commodities selected and arranged to represent a theoretical family's food budget. It is a consumer's Index Number, more sensitive than the Government's Index Number, or any other. Its course from January, 1912, to September, 1913, by months, its tendency since then, by weeks, and its exact present position are shown in the chart below:

Curve of the Food Cost of Living



### POTENTIALS OF PRODUCTIVITY

#### Copper and Iron Produced

—November—		—Eleven Months—	
1913.	1912.	1913.	1912.
Tons of pig iron.....	2,233,123	2,630,854	28,738,494
Pounds of copper.....	134,087,708	134,695,440	1,483,480,408

#### American Copper Consumed

—November—		—Eleven Months—	
1913.	1912.	1913.	1912.
At home, pounds.....	48,656,858	69,369,795	745,413,190
Exported, pounds.....	70,967,803	55,906,550	795,480,408
Total, pounds.....	118,724,661	125,276,345	1,540,893,598

#### Cotton Movement and Consumption

(N. Y. Cotton Exchange Official Report.)

Past Week.		Same Week in 1912.		Sept. 1 to Latest Date.		Last Year.	
1913.	1912.	1913.	1912.	1913.	1912.	1913.	1912.
Cotton, "into sight," bales.....	497,108	441,936	9,313,347	9,487,366			
American mill takings.....	176,624	187,894	2,746,926	2,657,957			
World's takings.....	393,638	356,908	5,873,283	5,658,315			

\*Of cotton grown in America.

#### The Metal Barometer

—End of November—		—End of October—	
1913.	1912.	1913.	1912.
Daily pig iron capacity, tons.....	71,686	86,950	78,558
U. S. Steel's orders, tons.....	4,396,347	7,852,883	4,513,767
World's copper stocks, lbs.....	107,849,429	183,111,259	90,415,582

#### Building Permits

—November, 107 Cities—		—October, 94 Cities—	
1913.	1912.	1913.	1912.
\$26,514,585	\$54,452,010	\$45,378,512	\$54,765,902

#### Immigration Movement

—October—		—Four Months—	
1913.	1912.	1913.	1912.
Inbound.....	134,140	108,300	534,811
Outbound.....	26,998	27,153	95,915
Balance.....	+107,142	+81,147	+438,896

### OUR FOREIGN TRADE

—November—		—Eleven Months—	
1913.	1912.	1913.	1912.
Exports.....	\$245,645,895	\$278,244,191	\$2,250,929,517
Imports.....	148,594,741	153,094,898	1,608,829,114

Excess of exports. \$97,051,154 \$125,149,293 \$642,100,403 \$484,924,575

#### Exports and Imports at New York

—Exports—		—Imports—	
1913.	1912.	1913.	1912.
Week ended Dec. 20.....	\$17,926,573	\$26,376,455	\$19,728,521
From Jan. 1.....	\$50,880,419	\$39,325,769	\$72,523,854

### FINANCE

Past Week.		Week Before.		Year to Date.		Period in 1912.	
1913.	1912.	1913.	1912.	1913.	1912.	1913.	1912.
Sales of stocks, shares.....	1,920,004	1,593,414	82,399,907	130,690,246			
Av. price of 50 stocks.....	High 68.69	High 67.76	High 79.10	High 85.83			
	Low 67.65	Low 65.10	Low 63.09	Low 73.16			
Sales of bonds, par val.....	\$10,469,000	\$11,390,500	\$494,993,420	\$670,110,000			
Average net yield of ten savings bank bonds.....	4.350%	4.350%	4.263%	4.10%			
New security issues.....	\$13,600,000	\$29,755,500	\$1,757,171,000	\$2,000,048,790			
Refunding.....	4,200,000	2,000,000	326,021,000	150,236,070			

### MEASURES OF BUSINESS ACTIVITY

#### Bank Clearings

Percentage figures show gains or losses in comparison with a year before.						
	The past week.	P.C.	The week before.	P.C.	The year to date.	P.C.
1913.....	\$2,854,676,688	— 1.9	\$3,319,100,846	— 8.2	\$168,388,356,361	— 2.8
1912.....	2,908,275,741	+ 7.1	3,616,572,234	+11.0	173,257,150,271	+ 8.4
1911.....	2,714,170,859	+ 2.6	3,258,470,641	+ 6.9	159,772,899,770	+ 1.2
1910.....	2,644,923,304	—15.8	3,049,370,000	+ 2.5	157,853,399,518	— 4.4
1909.....	3,140,980,457	+12.0	2,975,039,669	—11.1	165,124,170,575	+24.7
1908.....	2,804,823,369	+57.0	3,346,544,970	+51.6	132,437,865,024	— 7.8
1907.....	1,786,149,306	—34.7	2,207,341,462	—39.1	143,646,725,734	— 7.8

#### The Car Supply

Dec. 15, Dec. 1, Nov. 15, Oct. 15, Dec. 15, Dec. 16, Dec. 17, Dec. 18, 1913.		1913.		1912.		1911.		1910.		1909.	
Net surplus of all freight cars.....	101,545	57,254	22,652	*6,048	*36,401	36,143	53,915	34,360			

\*Net shortage of cars. †Date of busiest use of cars in the year.

#### Gross Railroad Earnings

*Third Week in December.		†Second Week in December.		‡All October.		§July 1 to Nov. 1.	
1913.	1912.	1913.	1912.	1913.	1912.	1913.	1912.
This year.....	\$5,012,624	\$5,029,271	\$180,000,763	\$663,276,411			
Same last year.....	5,916,293	5,439,092	179,675,285	648,722,620			
Gain or loss.....	—\$903,669	—\$409,821	—\$1,225,478	—\$14,553,791			
	—9.1%	—7.5%	+0.7%	+2.2%			

\*11 roads. †12 roads. ‡46 roads.

### THE CREDIT POSITION

#### Cost of Money

Last Week.		Previous Week.		Since Jan. 1.		—Same Week—	
1913.	1912.	1913.	1912.	1913.	1912.	1913.	1912.
Call loans in New York.....	3 @ 4	3 @ 4	10 1	1 1/2 @ 12	3 @ 4		
Time loans in New York, (60-90 days).....	4 1/2 @ 5 1/2	5 @ 5 1/2	3 6	5 1/2 @ 6	3 1/2 @ 4		
Commercial discounts:							
New York.....	5 1/2 @ 6	5 1/2 @ 6	6 1/2 4	6 1/2 4	4 1/2 @ 5		
Chicago.....	6 1/2 @ 7	6 1/2 @ 7	7 1/2 4 1/2	6 1/2 @ 7	5 1/2 @ 6		
Philadelphia.....	5 1/2 @ 6	5 1/2 @ 6	6 1/2 4 1/2	6 1/2 4	4 @ 4 1/2		
St. Louis.....	6 @ 6 1/2	6 @ 6 1/2	7 5	6	6		
Boston.....	5 1/2 @ 6	5 1/2 @ 6	6 1/2 4 1/2	6 @ 6 1/2	4 @ 5		
Minneapolis.....	6 @ 7	6 @ 7	7 6	6 @ 6	6		
New Orleans.....	7 @ 8	7 @ 8	8 6	6 @ 8	6 @ 8		

#### New York Banking Position

(Both Banks and Trust Companies, Average Figures.)

Loans.		Deposits.		Cash.		Reserve.	
1913.	1912.	1913.	1912.	1913.	1912.	1913.	1912.
Last week.....	\$1,864,501,000	\$1,696,168,000	\$394,751,000	23.27%			
Week before.....	1,851,775,000	1,682,548,000	396,649,000	23.57%			
Same week, 1912.....	1,847,389,000	1,664,645,000	380,357,000	22.58%			
This year's high.....	1,999,530,000	1,855,320,000	443,700,000	25.12%			
on week ended.....	Feb. 8.	Feb. 8.	June 28.	June 21.			
This year's low.....	1,851,775,000	1,675,988,000	385,222,000	22.74%			
on week ended.....	Dec. 20.	Dec. 13.	Dec. 6.	Dec. 6.			

#### Condition of All National Banks

Loans and discounts, cash, and the ratio of cash to loans of all the national banks of the country at the time of the Controller's call have been (in round millions):

Oct. 21, Aug. 9, June 4, Sept. 4, Dec. 5, Nov. 10, Nov. 14, Sept. 23, Dec. 3, 1913.		1913.		1912.		1911.		1910.		1909.		1908.		1907.	
Loans and discounts.....	\$6,261	\$6,163	\$6,143	\$6,041	\$5,659	\$5,451	\$5,119	\$4,751	\$4,585						
Cash.....	890	899	915	896	863	816	805	868	661						
P. c. of cash to loans.....	14.2	14.6	14.9	14.8	15.3	15.0	15.6	18.3	14.6						

### Specie Movement at the Port of New York

Week ended Dec. 20:		Imports.		Exports.		Excess of Exports.	
1913.	1912.	1913.	1912.	1913.	1912.	1913.	1912.
Silver.....	\$107,650	\$107,650	\$61,842	\$504,192			
Gold.....	227,882	227,882	9,338	*218,544			
Total.....	\$335,532	\$335,532	\$71,180	\$285,648			
From Jan. 1:							
Silver.....	\$11,059,723	\$11,059,723	\$63,422,497	\$52,362,774			
Gold.....	25,691,662	25,691,662	71,477,043	45,785,381			
Total.....	\$36,751,385	\$36,751,385	\$134,899,540	\$98,148,155			

\*Excess of imports.

### The Week's Commercial Failures

Week Ended Dec. 24.		Week Ended Dec. 18.		Week Ended Dec. 26, '12.	
To-Over.	To-Over.	To-Over.	To-Over.	To-Over.	To-Over.
East.....	140	57	153	38	93
South.....	60	17	113	38	63
West.....	63	30	100	46	67
Pacific.....	26	11	50	22	42
United States.....	289	115	416	194	265
Canada.....	26	16	35	13	25

#### Failures by Months

November.		October.		November.		October.	
1913.	1912.	1913.	1912.	1913.	1912.	1913.	1912.
Number.....	1,377	1,434	1,175	1,175	1,150		
Liabilities.....	\$24,199,485	\$20,245,466	\$15,646,105	\$15,762,337			

#### Eleven Months—

1913.		1912.		1911.	
Number.....	13,378	14,141	12,215		
Liabilities.....	\$241,191,527	\$187,952,802	\$173,402,063		

### WEEK'S PRICES OF BASIC COMMODITIES

Current		Range since		Mean	Mean price of	
	Price.	Jan. 1.		Price	1912	1911
		High.	Low.	since Jan. 1.		
Copper: Lake, per pound.....	.14625	.1775	.1450	.16125	.1507	.1528
Cotton: Spot, middling upland, per lb.....	.2450	.1450	.1170	.1310	.144	.130
Hemlock: Base price per 1,000 feet.....	24.50	23.00	23.75	21.65	20.68	
Hides: Packer No. 1, Native, per pound.....	.18	24.75	.1650	.18125	.175	.147
Petroleum: Crude, per bbl.....	2.50	2.50	2.00	2.25	1.67	1.32
Pig Iron: Bessemer, at Pitts., per ton.....	15.00	15.15	15.00	17.025	15.94	15.71
Rubber: Up-river, fine, per pound.....	.73	1.08	.75	.905	1.13	1.31
Silk: Raw, Italian, classical, per pound.....	4.375	4.90	3.90	4.40	3.84	3.88
Steel billets, at Pittsburgh, per ton.....	20.00	28.50	20.00	24.25	22.38	21.45
Wool: Ohio, X, per pound.....	.24	.30	.24	.27	.29	.295

## Money and Finance

NEW YORK banks last week increased loans and deposits and lost cash. The end-of-the-year tightness of money will apparently be a small matter. Last week's rates were lower than for previous weeks. Funds for investment are expected to be more abundant after the turn of the year. There is much guessing about what the effect upon the banking situation will be of coming preparations for the change to the new Federal reserve banking system.

### Bank Clearings

For the week ended Saturday noon. Reported by telegraph to The Annalist.

	Fifty-second Week		Fifty-two Weeks		Change
	1913.	1912.	1913.	1912.	P. C.
Central reserve cities:					
New York	\$1,573,439,167	\$1,624,155,344	\$94,051,350,133	\$100,104,287,012	- 6.0
Chicago	253,497,822	269,822,237	16,041,446,617	15,281,300,509	+ 5.0
St. Louis	72,150,501	71,955,861	4,089,787,837	3,994,933,551	+ 2.4
Total 3 c. r. cities	\$1,899,087,490	\$1,965,933,442	\$114,182,584,617	\$119,380,521,072	- 4.4
Reserve cities:					
Baltimore	\$31,528,126	\$33,521,429	\$1,966,100,110	\$1,937,476,816	+ 1.5
Boston	120,447,956	131,772,062	8,035,385,401	8,900,143,595	- 9.5
Cincinnati	22,442,750	25,674,800	1,315,911,507	1,349,805,600	- 2.5
Cleveland	21,793,116	21,510,906	1,298,007,109	1,139,447,834	+11.3
Denver	7,732,133	8,410,012	481,057,471	484,443,110	- 0.7
Detroit	20,825,186	18,757,752	1,321,979,085	1,122,325,645	+17.8
Kan. City, Mo.	46,484,115	50,314,788	2,838,442,226	2,692,308,892	+ 5.4
Los Angeles	17,709,101	20,432,970	1,222,689,428	1,155,324,013	+ 5.8
Louisville	13,428,488	11,969,681	721,557,688	720,384,272	+ 0.2
Minneapolis	22,664,360	26,033,181	1,302,756,067	1,232,245,896	+ 5.7
New Orleans	22,282,469	18,498,762	978,000,696	1,045,320,025	- 6.4
Philadelphia	155,404,074	149,158,705	8,321,533,313	8,110,068,005	+ 5.1
Pittsburgh	48,149,971	53,900,570	2,924,384,088	2,779,450,828	+ 5.2
St. Paul	9,495,374	9,794,380	530,316,127	569,304,777	- 6.8
San Francisco	37,756,457	41,736,608	2,566,347,282	2,620,443,756	- 2.1
Seattle	10,348,215	10,825,019	658,006,791	598,733,678	+ 9.9
Total 16 reserve cities	\$908,581,731	\$932,831,656	\$36,672,493,354	\$36,457,547,252	+ 0.6
Grand total	\$2,807,669,221	\$2,898,765,101	\$150,855,077,961	\$155,838,068,324	- 3.2

The fifty-second week of this year compares with the fifty-second week of last year as follows:

Three central reserve cities.....Decrease \$68,555,590 or 3.9%  
Sixteen reserve cities.....Decrease 24,249,925 or 3.8%  
Total nineteen cities, representing 88 per cent. of all reported clearings.....Decrease 91,105,515 or 3.5%

The elapsed fifty-two weeks of this year compare with the corresponding fifty-two weeks of last year as follows:

Three central reserve cities.....Decrease \$5,197,936,455 or 4.4%  
Sixteen reserve cities.....Increase 214,946,082 or 0.6%  
Total nineteen cities, representing 88 per cent. of all reported clearings.....Decrease 4,982,990,373 or 3.2%

### EUROPEAN BANKS LAST WEEK

BANK OF ENGLAND			
	1913.	1912.	1911.
Bullion	\$33,098,465	\$30,328,567	\$32,438,162
Reserve	22,187,000	19,506,002	21,695,372
Notes reserve	21,134,000	18,471,890	20,989,325
Reserve to liabilities	43 1/2 %	38 %	35 1/2 %
Circulation	29,361,000	29,272,565	29,192,790
Public deposits	9,421,000	12,435,572	16,330,809
Other deposits	42,072,000	39,059,033	44,791,819
Government securities	11,198,000	13,034,568	15,271,183
Other securities	35,930,000	36,781,501	41,914,475
Discount rate	5 %	5 %	4 %

BANK OF FRANCE			
	1913.	1912.	1911.
Gold	3,517,403,000	3,207,325,000	3,206,450,000
Silver	640,053,000	689,225,000	804,125,000
Circulation	5,713,540,000	5,584,337,635	5,310,363,485
General deposits	562,676,000	643,724,500	687,197,682
Bills discounted	1,528,437,000	1,718,155,885	1,397,183,641
Treasury deposits	403,363,000	237,107,758	283,870,766
Advances	746,772,000	737,085,778	685,447,388
Discount rate	4 %	4 %	3 1/2 %

BANK OF GERMANY			
	1913.	1912.	1911.
Gold and silver	1,486,682,000	1,036,340,000	1,057,460,000
Loans and discounts	1,065,617,000	1,744,020,000	1,457,860,000
Circulation	2,042,307,000	2,041,280,000	1,804,060,000
Discount rate	5 %	6 %	5 %

BANK OF NETHERLANDS			
Week Ended Dec. 13, 1913.			
	1913.	1912.	1911.
Dutch Guilders	Dutch Guilders	Dutch Guilders	Dutch Guilders
Gold	149,474,475	161,126,321	137,487,279
Silver	9,083,567	7,784,840	13,733,171
Bills discounted	88,056,060	101,724,861	96,213,731
Advances	83,684,175	77,399,215	89,045,206
Circulation	314,239,710	316,149,310	299,483,205
Deposits	3,604,758	11,847,643	17,327,735
Discount rate	5 %	4 %	4 %

### COURSE OF FOREIGN SECURITIES

	Last Sale.	Range for 1913	Range for 1912.
Argentine 5s.....	96 1/2	99 1/2 @ 95	100 @ 95 1/2
British Consols.....	71 15-16	75 1/2 @ 71 1-16	79 3-16 @ 72 1/2
Chinese Railway 5s.....	89 1/2	92 @ 85	95 1/2 @ 90
French rentes, 3 per cents.....	85.25	89.90 @ 83.35	95 @ 88.50
German Imperial 3s.....	75	77 1/2 @ 72 1/2	82 @ 75 1/2
Japanese 4 1/2s.....	87 1/2	90 1/2 @ 83 1/2	93 1/2 @ 89 1/2
Republic of Cuba 5s.....	100	102 1/2 @ 99 1/2	104 @ 101 1/2
Russian 4s, Series 2.....	89	91 1/2 @ 87	95 @ 86 1/2
United States of Mexico 5s.....	88	95 1/2 @ 87 1/2	97 1/2 @ 95 1/2

## Clearing House Institutions

Actual Conditions Saturday Morning, Dec. 27, with Changes from the

	Previous Week		All Members	
	Banks	Trust Companies	Loans	Deposits
Loans	\$1,316,488,000	\$11,006,000	\$349,074,000	\$1,865,562,000
Deposits	1,295,057,000	6,584,000	401,040,000	1,802,681,000
Cash	332,475,000	5,399,000	60,818,000	393,293,000
Reserve	25.67 %	0.54 %	15.16 %	23.19 %
Surplus	8,710,750	6,920,000	602,000	9,372,750
Circ'n	44,798,000	58,000	.....	44,798,000

### Loans, Deposits, and Cash Compared

Taking the Clearing House banks alone, because the trust companies have no Clearing House record back of 1911, the items loans, deposits, and cash compare with corresponding weeks of other years thus:

	Loans	Deposits	Cash	Loans	Deposits	Cash
1913.	\$1,312,952,000	\$1,292,449,000	\$334,249,000	1909.	\$1,197,479,600	\$1,179,731,300
1912.	1,285,600,000	1,259,223,000	319,805,000	1908.	1,276,745,300	1,322,151,300
1911.	1,310,847,000	1,312,825,000	343,400,000	1907.	1,147,084,400	1,050,925,400
1910.	1,223,743,200	1,189,066,600	307,334,600	1906.	1,032,973,000	981,301,100

### MEMBERS OF CLEARING HOUSE ASSOCIATION

#### NATIONAL AND STATE BANKS—Average Figures

	Capital and Net Profits	Loans and Discounts	Legal Net Deposits	Legals and Reserves	P. C.
Bank of N. Y. & N. E. A.....	\$6,338,100	\$19,028,000	\$16,847,000	\$4,402,000	26.1
Bank of Manh. Co.....	7,140,300	30,670,000	35,300,000	9,670,000	24.6
Merchants' National Bank.....	4,234,000	18,311,000	17,380,000	4,370,000	25.1
Mech. & Metals Nat. Bank.....	15,006,800	50,208,000	44,794,000	11,393,000	25.3
Bank of America.....	7,975,800	23,138,000	21,575,000	5,500,000	25.5
National City Bank.....	57,723,100	175,044,000	159,731,000	41,242,000	25.8
Chemical National Bank.....	10,802,400	29,429,000	25,650,000	6,500,000	25.7
Merch. Exch. Nat. Bank.....	1,144,200	6,694,000	6,453,000	1,578,000	24.5
Nat. B. & Drovers' Bank.....	421,900	1,898,000	2,082,000	541,000	29.0
Greenwich Bank.....	1,619,100	9,400,000	10,578,000	2,061,000	25.2
Am. Exch. Nat. Bank.....	9,889,000	40,708,000	38,607,000	9,894,000	25.4
Nat. Bank of Commerce.....	41,333,900	125,975,000	90,856,000	25,224,000	25.3
Pacific Bank.....	1,485,600	4,902,000	4,694,000	1,237,000	26.4
Chat. & Phe. Nat. Bank.....	3,583,500	19,711,000	20,225,000	5,137,000	25.4
People's Bank.....	678,000	1,957,000	2,369,000	683,000	28.8
Hanover National Bank.....	17,640,900	71,573,000	60,051,000	22,288,000	27.8
Citizens' Cent. Nat. Bank.....	4,933,500	22,575,000	21,441,000	5,571,000	26.0
National Nassau Bank.....	1,485,200	10,413,000	11,577,000	3,105,000	26.8
Market & Fulton Nat. Bank.....	2,929,400	8,687,000	8,770,000	2,530,000	28.8
Metropolitan Bank.....	3,856,500	14,781,000	15,017,000	3,841,000	24.6
Corn Exchange Bank.....	8,934,000	51,992,000	62,386,000	16,171,000	25.9
Imp. & Traders' Nat. Bank.....	9,445,000	26,404,000	23,640,000	6,214,000	26.3
Nat. Park Bank.....	19,353,900	82,827,000	83,232,000	21,497,000	25.8
East River Nat. Bank.....	315,300	1,447,000	1,770,000	463,000	26.2
Fourth National Bank.....	10,884,300	26,964,000	26,540,000	7,350,000	27.7
Second National Bank.....	3,764,900	13,830,000	12,632,000	3,163,000	25.0
First National Bank.....	32,229,300	108,021,000	96,266,000	23,276,000	25.2
Irving National Bank.....	7,382,100	35,231,000	35,140,000	9,152,000	26.0
Bowery Bank.....	1,029,900	3,257,000	3,408,000	887,000	26.0
N. Y. Co. National Bank.....	2,586,500	8,654,000	8,636,000	2,108,000	24.0
German-American Bank.....	1,450,700	3,897,000	3,558,000	907,000	25.5
Chase National Bank.....	15,214,400	90,209,000	100,063,000	25,670,000	25.7
Fifth Avenue Bank.....	2,333,300	12,448,000	13,874,000	3,622,000	26.1
German Exchange Bank.....	1,033,700	3,309,000	3,751,000	944,000	25.2
Germania Bank.....	1,221,500	4,706,000	5,427,000	1,444,000	27.7
Lincoln National Bank.....	2,773,700	14,138,000	14,029,000	3,544,000	25.3
Garfield National Bank.....	2,298,700	9,040,000	9,463,000	2,006,000	27.5
Fifth National Bank.....	744,400	3,866,000	3,787,000	961,000	25.4
Bank of the Metropolis.....	3,345,200	12,739,000	12,085,000	3,297,000	26.0
West Side Bank.....	1,083,500	3,868,000	4,505,000	1,152,000	25.1
Seaboard National Bank.....	3,525,500	23,273,000	28,134,000	8,275,000	29.4
Liberty National Bank.....	3,850,100	22,982,000	24,480,000	5,923,000	24.2
N. Y. Produce Exch. Bank.....	1,908,600	8,981,000	10,280,000	2,650,000	25.8
State Bank.....	1,561,700	19,300,000	24,876,000	6,291,000	25.3
Security Bank.....	1,379,000	11,483,000	13,836,000	3,571,000	25.8
Coal & Iron Nat. Bank.....	1,564,800	6,443,000	6,372,000	1,610,000	25.3
Union Exch. Nat. Bank.....	1,097,300	9,827,000	9,544,000	2,419,000	25.3
Nassau Nat. Bank, B'klyn.....	2,139,900	7,854,000	6,448,000	1,945,000	25.5

All banks, average.....\$345,783,000 \$1,312,952,000 \$1,292,449,000 \$334,249,000 25.86

Actual total, Sat. A. M.....\$345,783,000 \$1,316,488,000 \$1,295,057,000 \$332,475,000 25.67

#### TRUST COMPANIES—Average Figures

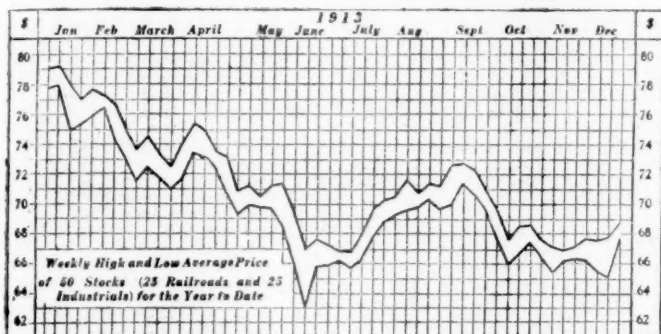
	Capital and Net Profits.	Loans and Discounts.	Legal Net Deposits.	Legals and Specie.	Recognised and Reserve Deposits.
Brooklyn Trust Co.....	\$5,159,400	\$21,602,000	\$18,177,000	\$2,690,000	\$2,376,000
Bankers' Trust Co.....	24,462,900	115,421,000	93,735,000	14,218,000	10,482,000
U. S. Mort. & Trust Co.....	6,550,400	33,224,000	25,986,000	3,908,000	3,649,000
Astor Trust Co.....	2,402,700	20,100,000	14,090,000	2,094,000	1,203,000
Title Guar. & Trust Co.....	16,614,400	34,391,000	20,855,000	3,170,000	2,170,000
Guaranty Trust Co.....	33,827,200	146,551,000	92,704,000	13,527,000	11,250,000
Fidelity Trust Co.....	2,362,900	7,156,000	3,505,000	871,000	699,000
Law. Title In. & Trust Co.....	9,943,400	15,308,000	9,095,000	1,559,000	1,163,000
Colum.-Knick. Trust Co.....	9,153,700	43,938,000	37,837,000	5,602,000	4,375,000
People's Trust Co.....	2,544,400	16,216,000	15,716,000	2,384,000	1,735,000
New York Trust Co.....	15,015,200	43,270,000	29,047,000	4,338,000	3,222,000
Franklin Trust Co.....	2,179,300	8,886,000	7,073,000	1,101,000	848,000
Lincoln Trust Co.....	1,545,900	10,242,000	9,203,000	1,389,000	1,040,000
Metropolitan Trust Co.....	8,721,500	20,862,000	11,969,000	1,777,000	1,676,000
Broadway Trust Co.....	2,327,700	12,316,000	11,836,000	1,806,000	1,326,000



# The Stock Market

ON three days last week the stock market advanced; on three days it declined. A net gain averaging about seven-eighths of a point was made during the week. Sentiment was apparently more hopeful than it has been for some weeks. European selling was unpleasant, but it was overcome. The passage of the banking law did not move the market much. A somewhat better feeling over the Government's attitude toward corporations and a more cheerful opinion of the general business situation were sentimental factors.

## The Course of the Market



## STOCK MARKET AVERAGES

The average quotations of twenty-five leading railroad and twenty-five industrial issues and of the two groups combined last week:

RAILROADS							
High.	Low.	Last.	Ch'ge.	High.	Low.	Last.	Ch'ge.
Dec. 22..80.10	79.34	80.01	+ .48	Dec. 25..Holiday.			
Dec. 23..80.28	79.46	79.60	— .41	Dec. 26..80.56	79.88	80.22	+ .19
Dec. 24..80.17	79.24	80.03	+ .43	Dec. 27..80.44	79.95	80.12	— .10
INDUSTRIALS							
Dec. 22..56.08	55.10	55.88	+ .50	Dec. 25..Holiday.			
Dec. 23..56.35	55.77	55.90	+ .02	Dec. 26..56.82	56.35	56.60	+ .25
Dec. 24..56.39	55.90	56.35	+ .45	Dec. 27..56.67	56.47	56.48	— .12
COMBINED AVERAGE							
Dec. 22..68.09	67.22	67.94	+ .49	Dec. 25..Holiday.			
Dec. 23..68.31	67.61	67.75	— .19	Dec. 26..68.69	68.11	68.41	+ .22
Dec. 24..68.28	66.57	68.19	+ .44	Dec. 27..68.55	68.21	68.30	— .11

## YEARLY HIGHS AND LOWS

	Railroads.		Industrials.		Combined.	
	High.	Low.	High.	Low.	High.	Low.
1913 .....	91.4 Jan.	75.3 June	67.1 Jan.	50.3 June	79.1 Jan.	63.1 June
1912 .....	97.3 Oct.	88.4 Dec.	74.5 Sept.	61.7 Feb.	85.8 Sept.	75.2 Feb.
1911 .....	99.6 Jan.	84.4 Sept.	60.7 Jan.	54.7 Sept.	84.4 Jan.	69.5 Sept.

## RECORD OF TRANSACTIONS

Week Ended Dec. 27, 1913

STOCKS (Shares.)			
	1913.	1912.	1911.
Monday .....	486,815	274,018	.....
Tuesday .....	368,895	119,060	205,124
Wednesday .....	403,029	.....	297,350
Thursday .....	.....	99,885	368,097
Friday .....	477,862	126,981	415,638
Saturday .....	183,403	114,493	163,753
Total week .....	1,920,004	734,437	1,449,962
Year to date .....	82,399,907	130,690,246	126,516,006

## BONDS (Par Value.)

	1913.	1912.	1911.
Monday .....	\$2,192,000	\$1,259,500	.....
Tuesday .....	2,540,500	1,460,500	\$2,969,500
Wednesday .....	1,859,000	.....	3,338,500
Thursday .....	.....	1,181,500	3,566,500
Friday .....	2,849,500	1,461,500	3,059,500
Saturday .....	1,028,000	910,000	2,506,000
Total week .....	\$10,469,000	\$6,273,000	\$15,440,000
Year to date .....	494,993,420	670,110,000	889,567,100

In detail last week's dealings compare as follows with those of the corresponding week last year:

	Dec. 27, '13.	Dec. 28, '12.	Increase.
Railroad and miscel. stock.....	1,919,862	734,437	1,185,425
Bank stocks .....	142	.....	142
Railroad and miscel. bonds.....	\$10,212,000	\$6,117,000	\$4,095,000
Government bonds .....	21,000	73,000	52,000
State bonds .....	55,000	1,000	54,000
City bonds .....	181,000	82,000	99,000
Total, all bonds.....	\$10,469,000	\$6,273,000	\$4,196,000

\*Decrease.

## FINANCIAL CHRONOLOGY

Monday, Dec. 22

Stock market closes active and strong after an early period of heaviness. Money on call, 3½@3¼ per cent. Demand sterling, \$4.8535.

Tuesday, Dec. 23

Stock market active and strong until near the close, when it becomes reactionary. Money on call, 3½@3¼ per cent. Demand sterling unchanged at \$4.8535. President Wilson signs the Currency bill.

Wednesday, Dec. 24

Stock market active and strong. Money on call, 3¼@4 per cent. Demand sterling declines 25 points to \$4.8510.

Thursday, Dec. 25

Stock market closed.

Friday, Dec. 26

Stock market active and strong. Money on call, 3¼@4 per cent. Demand sterling declines 5 points to \$4.8505.

Saturday, Dec. 27

Stock market reactionary. Bank statement shows decrease in actual surplus reserve of \$8,066,600.

## GOVERNMENT FINANCE

RECEIPTS.		July 1 to Dec. 22, 1913.	1912.
Revenues:			
Customs .....		\$152,937,409.52	\$159,017,578.10
Internal revenue—			
Ordinary .....		157,704,691.40	154,034,851.99
Corporation tax .....		2,764,971.79	2,264,398.39
Miscellaneous .....		24,646,893.75	24,311,945.92
Total .....		\$338,053,966.46	\$339,628,774.40
Public Debt:			
Proceeds of sales of bonds—			
Postal savings .....		1,116,880.00	854,860.00
Grand total of receipts.....		\$339,170,846.46	\$340,483,634.40
DISBURSEMENTS.		July 1 to Dec. 22, 1913.	1912.
Ordinary:			
Pay warrants issued.....		\$344,318,266.02	\$333,732,826.01
Interest on the public debt.....		11,691,219.21	11,556,288.50
Total .....		356,009,485.23	345,289,114.51
Less unexpended balances repaid.....		3,384,734.96	2,115,213.37
Net ordinary disbursements.....		\$352,624,750.27	\$343,173,901.14
Excess of ordinary disbursements....		\$14,570,783.81	\$3,545,126.74
Public Debt:			
Bonds, notes, and certificates retired....		\$14,569.00	\$66,125.00
Panama Canal:			
Pay warrants issued.....		18,073,483.42	20,330,878.32
Grand total of disbursements.....		\$370,712,802.69	\$363,570,904.46
Net excess of all disbursements.....		\$31,541,956.23	\$23,087,270.06

## Pay Warrants Drawn

	1913.	1912.
Legislative establishment .....	\$6,290,531.86	\$6,532,969.33
Executive office .....	343,897.13	309,776.46
State Department .....	2,425,163.15	2,762,745.84
Treasury Dept.—Excluding public buildings.	22,584,070.57	22,529,177.96
Public buildings .....	6,144,623.25	9,479,243.11
War Department—Military .....	64,712,269.37	63,221,143.53
Civilian .....	1,177,816.88	1,106,076.82
Rivers and Harbors.....	28,276,822.45	22,665,193.56
Department of Justice.....	5,371,778.00	5,117,735.12
Post Office Dept.—Not incl. "Postal Service"	1,085,614.90	831,774.44
Postal deficiency.....	.....	2,454,682.55
Navy Department—Naval .....	69,300,790.47	64,767,436.43
Civilian .....	428,807.69	398,643.02
Interior Dept.—Exclud'g pensions and Indians	12,968,422.59	13,894,239.36
Pensions .....	84,610,247.01	83,025,817.32
Indians .....	10,543,437.91	8,921,107.67
Department of Agriculture.....	11,735,592.09	10,940,916.39
Department of Commerce.....	5,900,620.65	6,828,109.45
Department of Labor.....	1,760,745.45	.....
Independent offices and commissions.....	1,473,264.66	1,331,471.07
District of Columbia.....	7,175,743.48	7,165,604.84
Interest on the public debt.....	11,323,398.28	11,303,907.12
Total pay warrants drawn (net).....	\$355,633,657.84	\$345,587,771.29

## Bonds Held in Trust for National Banks, Dec. 22, 1913

Kind of Bonds.	Total Amount Outstanding.	Total Held on Deposit.	Bonds Held To Secure Public Monies.	To Secure Deposits of Public Monies.
			Value at Par.	Approved Rate.
Government—				
U. S. 3s of 1925..	\$118,489,900	\$39,285,400	\$35,222,700	\$4,062,700
U. S. 3s, 1908-18.	67,945,460	26,471,800	21,953,600	4,518,200
Panama 3s, 1961.	50,000,000	17,263,700	.....	17,263,700
2% Consols, 1930.	646,250,150	617,813,400	604,380,700	13,432,700
Panama 2s, 1936.	54,631,980	54,171,360	52,869,860	1,301,500
Panama 2s, 1938.	30,000,000	29,541,140	28,919,140	622,000
Philippine 4s .....	16,000,000	5,850,000	.....	5,850,000
Porto Rico 4s .....	5,225,000	1,831,000	.....	1,831,000
Dist. of Col. 3.65s	6,944,650	933,000	.....	933,000
Hawaiian issues.	6,515,000	2,075,000	.....	2,075,000
Phil. Ry. Co. 4s ..	8,551,000	918,000	.....	918,000
Manila R.R. Co. 4s	6,735,000	10,000	.....	10,000
State, County, City & oth. sec., var.	.....	60,596,934	.....	60,596,934
Total .....	\$856,760,734	\$743,346,000	\$113,414,734	\$92,589,500
On Dec. 16, 1913 .....	857,235,127	743,448,000	113,787,127	92,843,308
On Dec. 10, 1913 .....	858,666,767	743,321,500	115,345,267	93,848,955
On Dec. 3, 1913 .....	858,847,490	743,413,250	115,434,240	93,970,728
On Sept. 9, 1913 .....	819,177,581	742,100,050	77,077,581	67,545,014
On Aug. 1, 1913 .....	806,111,850	741,631,750	64,480,100	58,868,720
National bank notes in circulation on Dec. 22, \$728,339,710, with \$27,692,981 in the United States Treasury, making \$756,032,691 outstanding.				

# New York Stock Exchange Transactions

Week Ended Dec. 27

Total Sales 1,920,004 Shares

High and low prices for the week may be for odd lots; high and low prices for the year are based on 100-share lots, the official unit.

Range for Year 1912		Range for Year 1913		STOCKS	Amount Capital Stock Listed	Last Dividend Paid Date	Per Cent.	Per. Ind.	Range for Week Ended Dec. 27		Week's % Changes	Sales Week Ended Dec. 27
High	Low	High	Low						High	Low		
205	164 1/2	150	110	ADAMS EXPRESS CO.	\$12,000,000	Dec. 1, '13	3	Q	95 1/2	95 1/2	10	10
...	...	24 1/2	18	Alaska Gold Mines	7,500,000	...	...	...	22	21	5,400	5,400
...	...	9	7 1/2	Allis-Chalmers Mfg.	19,439,700	...	...	...	9	8 1/2	1,800	1,800
...	...	42 1/2	40	Allis-Chalmers Mfg. pf.	13,779,400	...	...	...	42 1/2	41 1/2	500	500
92 1/2	80	80 1/2	61 1/2	Amalgamated Copper Co.	153,887,900	Nov. 24, '13	1 1/2	Q	75 1/2	70 1/2	169,100	169,100
63 1/2	54 1/2	57	41 1/2	Amer. Agricultural Chemical Co.	18,330,900	Oct. 15, '13	1	Q	...	...	...	...
104 1/2	98	99	90	Amer. Agricultural Chem. Co. pf.	27,112,700	Oct. 15, '13	1 1/2	Q	...	...	...	...
77	46 1/2	50 1/2	19 1/2	Amer. Beet Sugar Co.	15,000,000	Nov. 15, '12	1 1/2	...	23 1/2	23 1/2	600	600
101 1/2	90	86	65	Amer. Beet Sugar Co. pf.	5,000,000	Oct. 1, '13	1 1/2	Q	...	...	...	...
107 1/2	91 1/2	100 1/2	89 1/2	Amer. Brake Shoe & Foundry Co.	4,000,000	Sep. 30, '13	1 1/2	Q	...	...	...	...
100	130	136 1/2	127 1/2	Am. Brake Shoe & Foundry Co. pf.	5,000,000	Sep. 30, '13	2	Q	128	127 1/2	200	200
47 1/2	11 1/2	46 1/2	21	American Can Co.	41,253,300	...	...	...	31 1/2	28 1/2	59,140	59,140
120 1/2	90 1/2	120 1/2	80 1/2	American Can Co. pf.	41,253,300	Oct. 1, '13	1 1/2	Q	91	88 1/2	4,470	4,470
103 1/2	49 1/2	56 1/2	36 1/2	American Car & Foundry Co.	30,000,000	Oct. 1, '13	1 1/2	Q	45 1/2	44 1/2	2,100	2,100
120	115	117	108	American Car & Foundry Co. pf.	30,000,000	Oct. 1, '13	1 1/2	Q	...	111 1/2	...	...
60 1/2	30 1/2	48 1/2	33 1/2	American Cities	16,254,700	...	...	...	36	36	100	100
87 1/2	75 1/2	78 1/2	69 1/2	American Cities pf.	20,553,500	July 1, '13	3	SA	60 1/2	60 1/2	200	200
85	85	75	75	American Coal	1,500,000	Sep. 1, '13	3	SA	...	...	...	...
98	94	87	80	American Coal Products	10,623,300	Oct. 1, '13	1 1/2	Q	...	...	...	...
114	108 1/2	109 1/2	105	American Coal Products pf.	2,500,000	Oct. 15, '13	1 1/2	Q	...	...	...	...
100 1/2	45 1/2	57 1/2	33 1/2	American Cotton Oil Co.	20,237,100	June 1, '11	2 1/2	...	37 1/2	37 1/2	400	400
100 1/2	95	98	89 1/2	American Cotton Oil Co. pf.	10,198,600	Dec. 1, '13	3	SA	...	...	...	...
220	100	106	95	American Express Co.	18,000,000	Oct. 1, '13	3	Q	104	104	130	130
7 1/2	3	5 1/2	3 1/2	American Hide & Leather Co.	11,274,100	...	...	...	...	...	...	...
34	20	28 1/2	15 1/2	American Hide & Leather Co. pf.	12,548,300	Aug. 15, '05	1	...	22	21 1/2	500	500
50 1/2	18	27 1/2	17	American Ice Securities Co.	10,045,100	July 20, '07	1 1/2	...	24 1/2	23 1/2	3,000	3,000
17 1/2	9 1/2	12 1/2	6 1/2	American Linseed Co.	16,750,000	...	...	...	10 1/2	10 1/2	300	300
43	30	33 1/2	20	American Linseed Co. pf.	16,750,000	Sep. 1, '08	1 1/2	...	20	20	120	120
47 1/2	31 1/2	44 1/2	27	American Locomotive Co.	25,000,000	Aug. 26, '08	1 1/2	...	31 1/2	29 1/2	1,600	1,600
110 1/2	103	106 1/2	94	American Locomotive Co. pf.	25,000,000	Oct. 21, '13	1 1/2	Q	98	97 1/2	210	210
100 1/2	46 1/2	13	5 1/2	American Malt Corporation	5,739,200	...	...	...	...	...	...	...
68 1/2	42	61 1/2	41 1/2	American Malt Corporation pf.	8,838,900	Nov. 3, '13	2	SA	42	42	300	300
51	60 1/2	74 1/2	58 1/2	Amer. Smelting & Refining Co.	50,000,000	Dec. 15, '13	1	Q	65 1/2	62 1/2	6,120	6,120
100 1/2	102 1/2	107	97	Amer. Smelting & Refining Co. pf.	50,000,000	Dec. 1, '13	1 1/2	Q	99 1/2	98 1/2	400	400
89 1/2	84	86	79 1/2	Amer. Smelting Securities pf.	3,940,300	Oct. 1, '13	1 1/2	Q	...	...	...	...
200 1/2	123	193	150	American Snuff Co.	11,001,700	Oct. 1, '13	3	Q	158	158	100	100
105	99	105	100	American Snuff Co. pf., new	3,940,300	Oct. 1, '13	1 1/2	Q	...	...	...	...
4 1/2	26	40 1/2	25	American Steel Foundries	16,218,000	Sep. 30, '13	1 1/2	Q	...	...	...	...
133 1/2	113 1/2	118	99 1/2	American Sugar Refining Co.	45,000,000	Oct. 2, '13	1 1/2	Q	108	106	2,200	2,200
124	115 1/2	116 1/2	110 1/2	American Sugar Refining Co. pf.	45,000,000	Oct. 2, '13	1 1/2	Q	113 1/2	113 1/2	100	100
78	66	68 1/2	59	American Telegraph & Cable Co.	14,000,000	Dec. 1, '13	1 1/2	Q	...	...	...	...
140 1/2	137 1/2	140	110	American Telephone & Tel. Co.	34,613,200	Oct. 15, '13	2	Q	123 1/2	121 1/2	16,638	16,638
224 1/2	241 1/2	201 1/2	200	American Tobacco Co.	40,242,400	Dec. 1, '13	5	Q	248 1/2	245 1/2	700	700
109	102	106	98	American Tobacco Co. pf.	1,298,700	Oct. 1, '13	1 1/2	Q	...	...	...	...
106 1/2	102 1/2	103 1/2	96	American Tobacco Co. pf., new	51,700,800	Oct. 1, '13	1 1/2	Q	103	102 1/2	450	450
90 1/2	97 1/2	99	95	American Water Works pf.	10,000,000	July 1, '13	1 1/2	...	...	...	...	...
31	18	23 1/2	15	American Woolen Co.	20,000,000	...	...	...	...	...	...	...
94 1/2	79	82	71	American Woolen Co. pf.	40,000,000	Oct. 15, '13	1 1/2	Q	78	78	210	210
41 1/2	25 1/2	32 1/2	11 1/2	American Writing Paper pf.	12,500,000	Apr. 1, '13	1	...	14	14	100	100
48	34	41 1/2	30 1/2	Anaconda Copper Mining Co.	108,312,500	Oct. 15, '13	75c	Q	36	34 1/2	12,875	12,875
127 1/2	105 1/2	120	92	Assets Realization Co.	9,990,000	Oct. 1, '13	1	Q	27	22	700	700
104 1/2	102 1/2	95	85	Associated Merchants Ist pf.	4,488,900	Oct. 15, '13	1 1/2	Q	...	...	...	...
47	41 1/2	43 1/2	42 1/2	Associated Oil Co.	40,000,000	Oct. 15, '13	1 1/2	Q	...	...	...	...
111 1/2	103 1/2	106 1/2	90 1/2	Atchison, Topeka & Santa Fe	194,531,000	Dec. 1, '13	1 1/2	Q	94 1/2	93 1/2	15,100	15,100
104 1/2	101 1/2	102 1/2	96	Atchison, Topeka & Santa Fe pf.	114,199,500	Aug. 1, '13	2 1/2	SA	99	98 1/2	650	650
148 1/2	130 1/2	137 1/2	112	Atlantic Coast Line	67,557,100	July 10, '13	3 1/2	SA	117 1/2	116 1/2	900	900
60 1/2	49	53 1/2	39 1/2	BALDWIN LOCOMO. WORKS	20,000,000	July 1, '13	1	SA	39 1/2	39 1/2	400	400
108 1/2	102 1/2	105 1/2	100 1/2	Baldwin Locomotive Works pf.	20,000,000	July 1, '13	3 1/2	SA	101 1/2	101 1/2	100	100
111 1/2	101 1/2	103 1/2	90 1/2	Baltimore & Ohio	152,314,800	Sep. 2, '13	3	SA	93 1/2	91 1/2	5,750	5,750
91	80 1/2	88	77 1/2	Baltimore & Ohio pf.	60,000,000	Sep. 2, '13	2	SA	80 1/2	80	500	500
2 1/2	...	1 1/2	...	Batoplas Mining	8,931,980	Dec. 31, '07	12 1/2c	...	...	...	...	...
51 1/2	27 1/2	41 1/2	25	Bethlehem Steel Corporation	14,862,000	...	...	...	31	30	1,900	1,900
80	50 1/2	74	62 1/2	Bethlehem Steel Corporation pf.	14,808,000	Oct. 1, '13	1 1/2	Q	68 1/2	68	900	900
94 1/2	70 1/2	92 1/2	83 1/2	Brooklyn Rapid Transit Co.	57,139,000	Oct. 1, '13	1 1/2	Q	88 1/2	87 1/2	5,200	5,200
149	137 1/2	137 1/2	120	Brooklyn Union Gas	17,999,000	Oct. 1, '13	1 1/2	Q	...	...	...	...
114 1/2	7 1/2	8 1/2	6 1/2	Brunswick T. & R. Securities Co.	7,000,000	...	...	...	...	...	...	...
119 1/2	105	116	100 1/2	Buffalo, Rochester & Pittsburg	10,500,000	Aug. 15, '13	3	SA	...	...	...	...
130	130	116 1/2	116 1/2	Buffalo, Rochester & Pittsburg pf.	6,000,000	Aug. 15, '13	3	SA	...	...	...	...
40 1/2	28	31	25	Butterick Co.	14,647,200	Dec. 1, '13	...	Q	25 1/2	25 1/2	100	100
72 1/2	49 1/2	50 1/2	16	CALIFORNIA PETROLEUM	14,874,100	July 1, '13	1 1/2	...	17 1/2	16 1/2	900	900
93 1/2	81	86	45	California Petroleum pf.	12,451,000	Oct. 1, '13	1 1/2	Q	50	50	100	100
67 1/2	65	63	58 1/2	Canada Southern	15,000,000	Aug. 1, '13	1 1/2	SA	...	...	...	...
283	226 1/2	236 1/2	207 1/2	Canadian Pacific	254,531,100	Oct. 1, '13	2 1/2	Q	216 1/2	207 1/2	73,100	73,100
101 1/2	99 1/2	103 1/2	90 1/2	Can. Pac. sub. rcts., full paid	...	...	...	...	...	...	...	...
33 1/2	16 1/2	87	85 1/2	Case (J. I.) Threshing Mach. pf.	11,439,500	Oct. 1, '13	1 1/2	Q	91	91	200	200
100 1/2	80	97 1/2	88	Central Coal & Coke	5,125,000	Oct. 15, '13	1	Q	...	...	...	...
395	305	362	275	Central Leather	39,587,300	...	...	...	27 1/2	26 1/2	19,100	19,100



## New York Stock Exchange Transactions—Continued

Range for Year 1912— High. Low.			Range for Year 1913— High. Low.			STOCKS.		Amount Capital Stock Listed.	Last Dividend Paid Date.	Per Cent.	Per Share.	Range for Week Ended Dec. 27 High. Low.	Week's Net Change.	Sales Week Ended Dec. 27
39 1/2	30	32 1/2	Jan. 6	20 1/4	June 10	ERIE	112,378,900				29 1/4	28 3/8	28 3/8	24,100
57 1/2	47 1/2	49 1/2	Jan. 30	33 1/2	June 10	Erie 1st pf.	47,892,400	Feb. 20, '07	2	Q	45	44 1/2	44 1/2	2,470
48	38	41	Jan. 30	28 1/2	June 10	Erie 2d pf.	16,000,000	Apr. 9, '07	2	Q	36	35	36	500
21 1/2	11 1/2	18	Jan. 22	11	Dec. 17	FEDERAL MINING & SMELTING	6,000,000	Jan. 15, '09	1 1/2	Q			11	
52 1/2	37 1/2	44	Jan. 2	33	Mar. 19	Federal Mining & Smelting pf.	12,000,000	Jan. 15, '13	1 1/2	Q			37	
22 1/2	12 1/2	18 1/2	Apr. 23	17 1/2	Jan. 14	GENERAL CHEMICAL CO.	10,339,900	Dec. 1, '13	1 1/2	Q			181	
115	109 1/2	109 1/2	Jan. 6	105	Sep. 10	General Chemical Co. pf.	13,748,000	Oct. 1, '13	1 1/2	Q			107	
188 1/2	155	187	Jan. 2	129 1/2	June 10	General Electric Co.	101,373,800	Oct. 15, '13	2	Q	141	139	140 1/2	+ 2 1/2
42 1/2	30	40	Aug. 18	25	May 15	General Motors	15,784,400				37 1/2	36 3/8	37 1/2	+ 1 1/8
82 1/2	70 1/2	81 1/2	Sep. 30	70	May 8	General Motors pf.	14,063,900	Nov. 1, '13	3 1/2	SA	77 1/2	77	77 1/2	+ 1/8
81	60 1/2	68	Jan. 2	15 1/2	Nov. 29	Goodrich (B. F.) Co.	60,000,000	Feb. 15, '13	1	Q	22 1/2	18 1/2	22 1/2	+ 4
109 1/2	105	105 1/2	Jan. 7	73 1/2	Nov. 29	Goodrich (B. F.) Co. pf.	30,000,000	Oct. 1, '13	1 1/2	Q	79 1/2	77 1/2	79 1/2	+ 1 1/4
143 1/2	126	132 1/2	Jan. 9	115 1/2	June 10	Great Northern pf.	209,997,700	Nov. 1, '13	1 1/2	Q	127 1/2	126	127 1/2	+ 1
		128	Aug. 13	116 1/2	June 13	Gr. Northern pf. sub. rec. 80% pd.	1,500,000				128	126 1/2	128	+ 3 1/2
53	36	41 1/2	Jan. 3	25 1/2	June 10	Great Northern cfs. for ore prop.	1,500,000	Nov. 25, '13	50c	Q	35 1/2	33	34 1/2	+ 1 1/2
62 1/2	47	52 1/2	Jan. 7	40 1/2	July 11	Guggenheim Exploration	20,376,700	Oct. 1, '13	75c	Q	45 1/2	45 1/2	45 1/2	+ 1/8
89	85 1/2	87	Feb. 6	80	Oct. 17	HAVANA ELECTRIC RY. L. & P.	15,000,000	Nov. 15, '13	2 1/2	SA			80	
96 1/2	95 1/2	96	Jan. 8	90	Nov. 5	Havana Electric Ry. Lt. & P. pf.	15,000,000	Nov. 15, '13	3	SA			90	
200	155	180	Jan. 11	150	May 19	Helme (G. W.) Co.	4,000,000	Oct. 1, '13	2 1/2	Q			150	
116	109 1/2	113	Sep. 18	109	June 4	Helme (G. W.) Co. pf.	5,940,400	Oct. 1, '13	1 1/2	Q			113	
150	127	125	June 4	125	June 4	Hocking Valley	11,000,000	Sep. 30, '13	2	Q	125	125	125	
112	86 1/2	120	Nov. 26	100 1/2	July 7	Homestake Mining	25,116,000	Dec. 24, '13	181.65	SA	115 1/2	114 1/2	115	+ 1/2
141 1/2	120 1/2	128 1/2	Feb. 5	102 1/2	Dec. 16	ILLINOIS CENTRAL	109,296,000	Sep. 2, '13	2 1/2	SA	109	107 1/2	109	+ 1 1/2
21 1/2	16 1/2	19 1/2	Jan. 2	13 1/2	Dec. 4	Inspiration Consolidated Copper	14,459,100				15 1/2	14 1/2	15 1/2	+ 1/8</

## New York Stock Exchange Transactions—Continued

Range for Year 1912— High. Low.		Range for Year 1913— High. Low.		STOCKS.	Amount Capital Stock Listed.	Last Dividend Paid Date.	Per Cent.	Per- iod.	Range for Week Ended Dec. 27		Week's Net Change.	Sales Week Ended Dec. 27
High.	Low.	High.	Low.						High.	Low.		
98 1/2	97 1/2	98 1/2	97 1/2	Pettibone-Mulliken Co. 1st pf.	2,070,700	Oct. 1, '13	1 1/2	Q	..	..	85	..
215 1/2	215 1/2	195 1/2	195 1/2	Phelps, Dodge & Co.	45,000,000	Sep. 29, '13	1 1/2	Q	..	..	195 1/2	..
111 1/2	110	99 1/2	85	Philadelphia Co.	39,043,000	Nov. 1, '13	1 1/2	Q	..	..	87 1/2	..
111 1/2	98 1/2	104	77 1/2	Pitts., Cin., Chi. & St. Louis.	37,173,800	Oct. 25, '13	1 1/2	Q	84	82	82	300
117	108 1/2	100	100	Pitts., Cin., Chi. & St. Louis pf.	27,478,400	Oct. 25, '13	1 1/2	Q	..	..	100	..
27 1/2	16 1/2	2 1/2	14 1/2	Pittsburgh Coal Co. of N. J.	31,929,500	..	..	..	19 1/2	18 1/2	18 1/2	600
100 1/2	77	95	73	Pittsburgh Coal Co., N. J., pf.	27,071,800	Oct. 25, '13	1 1/2	Q	87 1/2	86 1/2	87 1/2	1,800
170	169 1/2	157	157	Pittsburgh, Fort Wayne & Chicago.	19,714,285	Oct. 1, '13	1 1/2	Q	..	..	157	..
104 1/2	100	100	90	Pittsburgh Steel Co. pf.	10,500,000	Dec. 1, '13	1 1/2	Q	..	..	90	..
40 1/2	28 1/2	36	18 1/2	Pressed Steel Car Co.	12,500,000	Aug. 24, '04	1	..	27 1/2	26	27 1/2	1,570
103 1/2	90	101 1/2	88 1/2	Pressed Steel Car Co. pf.	12,500,000	Nov. 19, '13	1 1/2	Q	..	..	94	..
120 1/2	106 1/2	118	105	Public Service Corporation, N. J.	25,000,000	Sep. 30, '13	1 1/2	Q	108	108	108	100
175	158 1/2	165	149	Pullman Co.	120,000,000	Nov. 15, '13	2	Q	153	150	153	615
8 1/2	3	4 1/2	1	QUICKSILVER	5,708,700	..	..	..	1 1/2	1 1/2	1 1/2	100
12 1/2	3 1/2	8	2	Quicksilver pf.	4,291,300	May 8, '01	1 1/2	..	2 1/2	2 1/2	2 1/2	100
40 1/2	27 1/2	35	22 1/2	RAILWAY STEEL SPRING CO.	13,500,000	May 20, '13	2	..	25 1/2	24 1/2	25 1/2	1,150
105	98 1/2	100	90 1/2	Railway Steel Spring Co. pf.	13,500,000	Dec. 20, '13	1 1/2	Q	..	..	94	..
88 1/2	86 1/2	81	78 1/2	Railroad Sec. Ill. Cent. stock cfs.	8,000,000	July 1, '13	2	SA	..	..	78	..
24 1/2	16	22	15	Ray Consolidated Copper	14,505,530	Sep. 30, '13	37 1/2	Q	18 1/2	17 1/2	18 1/2	6,500
179 1/2	148 1/2	171 1/2	151 1/2	Reading	70,000,000	Nov. 13, '13	2	Q	171 1/2	164 1/2	169 1/2	464,800
93 1/2	87 1/2	92 1/2	82 1/2	Reading 1st pf.	28,000,000	Dec. 11, '13	1	Q	86	86	86	400
101 1/2	92	95	84	Reading 2d pf.	42,000,000	Oct. 9, '13	1	Q	92 1/2	87 1/2	91 1/2	2,100
35 1/2	15 1/2	28 1/2	17	Republic Iron & Steel Co.	27,352,000	..	..	..	20 1/2	19 1/2	20 1/2	1,900
99 1/2	64 1/2	92 1/2	72	Republic Iron & Steel Co. pf.	25,000,000	Oct. 1, '13	1 1/2	Q	82	80 1/2	80 1/2	2,000
30 1/2	22 1/2	24 1/2	11 1/2	Rock Island Co.	90,888,200	..	..	..	14 1/2	13 1/2	13 1/2	3,100
59 1/2	42 1/2	44 1/2	17 1/2	Rock Island Co. pf.	49,947,400	Nov. 1, '05	1	..	21 1/2	20 1/2	21	2,000
101	89 1/2	92 1/2	14	Rumely (M.) Co.	10,908,300	Mar. 3, '13	1 1/2	..	18	15	17	1,300
103 1/2	90 1/2	99 1/2	33	Rumely (M.) Co. pf.	9,750,000	Apr. 1, '13	1 1/2	..	38 1/2	34	36	1,100
20 1/2	17 1/2	19 1/2	13	ST. JO. & GRAND I. 1st pf.	5,500,000	July 15, '02	2 1/2	..	..	..	45	..
60 1/2	58 1/2	59	13	St. Louis & San Francisco	29,000,000	..	..	..	4 1/2	4	4 1/2	500
43 1/2	26 1/2	29	5 1/2	St. Louis & San Francisco 1st pf.	5,000,000	May 1, '13	1	..	..	..	16	..
57	47	54 1/2	30	St. Louis & San Francisco 2d pf.	16,000,000	Dec. 1, '05	1	..	7 1/2	7	7 1/2	325
110	100 1/2	96 1/2	90 1/2	S. L. & S. F. C. & E. I. n. stock cfs.	13,761,000	Jan. 1, '13	2	..	..	..	30	..
40 1/2	29 1/2	35 1/2	20	S. L. & S. F. C. & E. I. pf. stk. cfs.	8,402,500	Apr. 1, '13	1 1/2	..	..	..	96 1/2	..
80 1/2	68 1/2	75	56 1/2	St. Louis Southwestern	16,356,200	..	..	..	20 1/2	20 1/2	20 1/2	200
27 1/2	18	20 1/2	14 1/2	St. Louis Southwestern pf.	19,893,700	Oct. 15, '13	1	Q	56 1/2	56 1/2	56 1/2	200
50 1/2	44 1/2	49 1/2	38	Seaboard Air Line	33,290,200	..	..	..	17 1/2	17 1/2	17 1/2	310
22 1/2	140	213 1/2	154 1/2	Seaboard Air Line pf.	22,543,000	Nov. 15, '13	1	..	45 1/2	45 1/2	45 1/2	1,330
124 1/2	121	124 1/2	116	Sears, Roebuck & Co.	40,000,000	Nov. 15, '13	1 1/2	Q	183	179 1/2	181 1/2	1,500
59 1/2	39 1/2	45 1/2	23	Sears, Roebuck & Co. pf.	8,000,000	Oct. 1, '13	1 1/2	Q	..	..	122	..
105	94	93 1/2	88	Sloss-Sheffield Steel & Iron Co.	10,000,000	Sep. 1, '10	1 1/2	..	29	28	28	500
83	74 1/2	70	70	Sloss-Sheffield Steel & Iron Co. pf.	6,700,000	Oct. 1, '13	1 1/2	Q	..	..	89	..
110	109	108	102	South Porto Rico Sugar	3,371,000	Oct. 1, '13	1	Q	..	..	70	..
115 1/2	103 1/2	110	81	South Porto Rico Sugar pf.	3,708,500	Oct. 1, '13	2	Q	..	..	102	..
..	..	99 1/2	88 1/2	Southern Pacific	272,672,400	Oct. 1, '13	1 1/2	Q	90 1/2	87 1/2	89 1/2	101,274
..	..	99 1/2	90	Southern Pacific tr. cfs.	10,593,500	..	..	..	96 1/2	93 1/2	96	1,865
32	26 1/2	28 1/2	19 1/2	Southern Pacific sub. r. 1st paid.	3,613,300	..	..	..	95	93 1/2	95	250
86 1/2	68 1/2	81 1/2	72	Southern Railway extended.	119,900,000	..	..	..	23 1/2	22 1/2	23 1/2	6,000
86	82	72 1/2	72 1/2	Southern Railway pf. extended.	60,000,000	Oct. 30, '13	2 1/2	SA	77 1/2	76 1/2	77 1/2	700
36	16 1/2	40 1/2	31	So. Ry., M. & O. stock tr. cfs.	5,670,200	Oct. 1, '13	2	SA	..	..	72 1/2	..
66	53	60 1/2	52 1/2	Standard Milling	4,600,000	July 18, '13	2	..	..	..	31 1/2	..
40 1/2	30	36	15 1/2	Standard Milling pf.	6,900,000	Oct. 31, '13	2 1/2	SA	..	..	62 1/2	..
98 1/2	90 1/2	93 1/2	64 1/2	Studebaker Co.	27,931,600	..	..	..	18 1/2	17 1/2	18 1/2	600
47 1/2	34 1/2	39 1/2	26 1/2	Studebaker Co. pf.	12,650,000	Dec. 1, '13	1 1/2	Q	69	66 1/2	69	450
130 1/2	81	126	89	TENNESSEE COPPER	5,000,000	Dec. 20, '13	75c	Q	31 1/2	30	30 1/2	2,900
26 1/2	20 1/2	22 1/2	10 1/2	Texas Co.	30,000,000	Sep. 30, '13	1 1/2	Q	121	117	121	4,950
97 1/2	89	97	93	Texas Pacific	38,760,000	..	..	..	13 1/2	13 1/2	13 1/2	100
49 1/2	33 1/2	43 1/2	27 1/2	Texas Pacific Land Trust	3,984,800	..	..	..	..	..	96	..
10 1/2	2 1/2	3	2	Third Avenue	16,434,700	..	..	..	42 1/2	41	41 1/2	12,350
16 1/2	10 1/2	13	7 1/2	Toledo Railways & Light.	13,875,000	May 1, '07	1	..	..	..	2	..
36	28	29 1/2	15 1/2	Toledo, St. Louis & Western	10,000,000	..	..	..	..	..	8 1/2	..
111 1/2	103	109	101 1/2	Toledo, St. Louis & Western pf.	10,000,000	Oct. 16, '11	1	..	19 1/2	19 1/2	19 1/2	100
145	145	137 1/2	135	Twin City Rapid Transit	20,100,000	Oct. 1, '13	1 1/2	Q	106 1/2	105 1/2	106 1/2	600
115 1/2	95	99 1/2	78	Twin City Rapid Transit pf.	3,000,000	Oct. 1, '13	1 1/2	Q	..	..	135	..
114 1/2	111	113	104	UNDERWOOD TYPEWRITER	8,500,000	Oct. 1, '13	1	Q	..	..	82 1/2	..
17 1/2	4 1/2	7 1/2	4	Underwood Typewriter pf.	4,800,000	Oct. 1, '13	1 1/2	Q	..	..	107	..
67 1/2	35 1/2	41 1/2	18 1/2	Union Bag & Paper Co.	16,000,000	..	..	..	5 1/2	5 1/2	5 1/2	100
176 1/2	150 1/2	162 1/2	137 1/2	Union Bag & Paper Co. pf.	11,000,000	Oct. 15, '12	1	..	27 1/2	27 1/2	27 1/2	100
96 1/2	88 1/2	93 1/2	79 1/2	Union Pacific	216,647,500	Oct. 1, '13	2 1/2	Q	157	154	155 1/2	219,030
64 1/2	47	50 1/2	40 1/2	Union Pacific pf.	99,569,300	Oct. 1, '13	2	SA	85 1/2	83 1/2	85 1/2	1,940
109	104	103 1/2	96	United Cigar Manufacturers	10,847,500	Nov. 1, '13	1	Q	..	..	45 1/2	..
102 1/2	97 1/2	101	87	United Cigar Manufacturers pf.	5,000,000	Dec. 1, '13	1 1/2	Q	..	..	98	..
107 1/2	102 1/2	105 1/2	95	United Dry Goods	14,427,500	Nov. 1, '13	2					



## Week's Bond Trading

**Week Ended Dec. 27**

**Total Sales \$10,469,000 Par Value**

R'ge for '12.				R'ge for '13.				R'ge for '12.				R'ge for '13.				
High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	
88% 81	82%	73%	ADAMS EXPRESS 4s.....	74	73%	74	3 1/2	80%	76%	78	65	KAN. C. FT. S. & M. 4s.....	72	71%	72	14
102%	100%	101%	94	Am. Ag. Chemical 5s.....	98%	97%	98%	10	118	111%	113%	105	Kan. City, Ft. S. & M. 6s.....	107%	107%	1
93	88%	88%	83	Albany & Susq. 3 1/2s.....	84	83%	83%	8	74	71%	72	68	Kansas City Southern 3s.....	68%	68%	5
101%	99	94%	89%	Am. Cotton Oil 5s.....	89%	89%	89%	4	96	90%	96%	93	LACKA. STEEL 5s, 1915.....	93%	93%	2
98%	96%	97%	95	Am. Cotton Oil 4 1/2s.....	96%	96%	96%	1	97%	94	96%	90%	Lacka. Steel 5s, 1923.....	91%	91%	8
106	102%	105	101	Am. Smelting Securities 6s.....	104	103%	104	23 1/2	80%	77	80%	71	Lacka. Steel 5s, 1950.....	72	72	1
91%	88%	90	83%	Am. T. & T. cv. 4 1/2s.....	97	96%	97	34 1/2	89%	87	88%	85%	Lake Shore 3 1/2s.....	86	86	1
116%	108%	110	80%	Am. T. & T. cv. 4s.....	95%	95%	95%	41	94%	91%	93%	88%	Lake Shore 4s, 1928.....	89	89	17
91%	88	90%	70%	Am. Writing Paper 5s.....	72	71	71%	26	92%	91%	92%	88	Lake Shore 4s, 1931.....	88%	88	52
92%	90%	92	89	Armour 4 1/2s.....	89%	89%	89%	20	106	103%	104%	100	Lehigh Valley of N. Y. 4 1/2s, 1900.....	100%	100	2
100	96%	98%	91%	A. T. & S. F. gen. 4s.....	93	91%	92%	140 1/2	104%	104%	104%	100	Lehigh V. of N. Y. 4 1/2s, reg. 100.....	100	100	2
99%	96%	98	91%	A. T. & S. F. gen. 4s, reg.....	91%	91%	91%	5	99%	98%	99%	94	Liggett & Myers 5s.....	96%	96%	10
107%	100%	103%	92	A. T. & S. F. con. 4s, 1900.....	95	94%	94%	69	123%	119%	122%	115	Lorillard 7s.....	117%	117%	10
110%	105%	105%	92%	A. T. & S. F. cv. 4s, 1955.....	94%	94	94%	11	99%	98%	99%	94%	Lorillard 5s.....	96%	96%	10
92%	87%	88	83	A. T. & S. F. adj. 4s, stpd.....	84%	84	84%	12	91%	91%	93%	83%	Louis & Jeff. Bridge 4s.....	83%	83%	2
111	104%	105%	98	A. T. & S. F. cv. 5s.....	99%	99%	99%	3	117%	112%	114%	110%	Louis & Nash. gen. 6s.....	111%	111%	1
96%	94%	95%	87	Atlantic Coast Line 4s.....	90%	90%	90%	7	99%	96%	99%	91%	Louis & Nash. unified 4s.....	92%	92%	17
96%	91	92%	85%	At. Coast Line, L. & N. col. 4s.....	87%	85%	87%	45	98	93%	95%	87%	MANHATTAN con. 4s, tax ex.....	88%	88%	6
104	102%	103%	101%	BALDWIN LOCOM. 5s.....	102%	101%	102	8	98	93%	95%	86%	Manhattan con. 4s.....	87%	87%	3
99%	95%	97%	89%	Balt. & Ohio gold 4s.....	92	90%	92	77	91%	88	89	81%	Michigan Central deb. 4s.....	83	83	1
98%	96	97	89%	Balt. & Ohio gold 4s, reg.....	90%	89%	89%	1	100%	100%	100	99%	Mill & North 1st 4 1/2s.....	99%	99%	1
93%	90%	91%	88%	Balt. & Ohio cv. 4 1/2s.....	91	90%	91	336	90%	84%	90%	88%	Milwaukee Gas 4s.....	88%	88%	2
91%	88%	90%	86%	B. & O. prior lien 3 1/2s.....	90%	90%	90%	21	105	99	100	88	Minn. & St. Louis con. 5s.....	88	88	5
92	88%	90%	82%	B. & O. Southwest 3 1/2s.....	87	87	87	2	106	103%	104%	102%	Mo. Kan. & Eastern 5s.....	103	103	2
102	93%	96%	92	Bethlehem Steel 5s.....	93%	92%	93%	12	104	99%	101%	97	Mo. K. & T. of T. 5s.....	98	98	2
87%	85	86%	78%	Bethlehem Steel ref. 5s.....	80%	78%	80%	22	94%	92%	95	80%	Mo. K. & T. 1st 4s.....	87%	87	9
104%	103	103%	100	Broadway & 7th Av. 5s.....	100%	100%	100%	1	84%	79%	81%	71	Mo. K. & T. 2d 4s.....	74	73%	4
94%	83%	92%	84%	Brooklyn R. T. ref. 4s.....	88%	87%	88%	138	89%	85%	87	79%	Mo. K. & T. s. f. 4 1/2s.....	82%	82%	4
106%	102%	103%	99	Brooklyn R. T. gold 5s.....	99%	99	99%	37	81%	77%	77%	67%	Mo. K. & T. ref. 4s.....	68	68	1
103%	100%	101%	96	Brooklyn R. T. 5s, 1918.....	96%	96	96%	72	108%	104%	106%	102	Missouri Pacific con. 6s.....	103	102	35
102%	101	101%	98%	Brooklyn Union Elev. 5s.....	99%	99%	99%	15	100%	98%	100	95	Missouri Pacific 5s, 1917.....	95	95	6
107%	105%	106%	101%	Brooklyn Union El. 5s, stpd.....	99%	99%	99%	15	89%	84	88	67	Missouri Pacific conv. 5s.....	70	67	15
112%	109%	110%	103%	Brooklyn Union Gas 5s.....	102%	102%	102%	1	109%	105%	105%	103	Morris & Essex con. 7s.....	103%	103%	6
97%	96%	94	85	Buff. Rich. & Pitts. gen. 5s.....	105%	105%	105%	1	109%	107%	108%	104%	NASH. C. & ST. L. con. 5s.....	105	105	1
96%	94	96	90%	CAL. GAS & ELEC. 5s.....	91%	91%	91%	15	101%	98	99	94	National Tube 5s.....	96	96	2
91%	88%	90%	80%	Can. So. con. 5s Series A.....	103%	103%	103%	1	106%	106%	102%	101	Newark Gas 5s.....	101	101	5
81	75	76	72	Cent. Br. Un. Pac. 4s.....	77%	77%	77%	1	95	86	87	42%	New O. Mob. & C. 5s.....	48	48	5
122%	118	119%	112%	Central of New Jersey 5s.....	114	113%	114	7	103%	97	103	96%	N. Y. Airbrake conv. 6s.....	96%	96%	1
96%	91%	97%	91%	Central Leather 5s.....	97%	96	97	146	88%	85%	87%	80	N. Y. Central gen. 6s.....	82	81	13
97	94	96%	89%	Central Pacific 1st 4s.....	91%	90	91%	36	96%	90%	91%	83%	N. Y. Cent. deb. 4s, 1934.....	84	83%	4
91%	90%	91	88	Central Pac. gtd. 3 1/2s.....	91	91	91	7	99%	99%	99%	99%	N. Y. Cent. equip. 5s, 1915.....	99%	99%	5
92%	89	90	82	Central Vermont 4s.....	83	83	83	1	85	78%	83	76%	N. Y. Cent. L. S. col. 3 1/2s.....	77	76%	34
94	92	92%	77%	Ches. & Ohio cv. 4 1/2s.....	79%	78	79%	79	84	76%	81	75%	N. Y. C. L. S. col. 3 1/2s, reg. 75%.....	75%	75%	1
91	92	101	90%	Ches. & Ohio gen. 4 1/2s.....	91%	90%	91%	27	100%	97%	99%	93%	N. Y. Chl. & St. L. 1st 4s.....	94%	94%	1
96	91%	93%	86	C. & O. Rich. & Al. 1st en. 4s.....	87%	86%	87%	13	104%	104%	103	101	N. Y. & Erie 2d ext. 5s.....	101	101	1
95%	90%	93%	50	Chicago & Alton 3 1/2s.....	54%	54%	54%	1	101%	101%	103%	100%	N. Y. G. E. L. H. & P. 5s.....	101%	101%	6
98%	94%	96%	93	C. B. & Q. joint 4s.....	95	94	95	242	100%	97%	98%	94%	N. Y. G. E. L. H. & P. 4s.....	94%	94%	5
98%	94%	96	92%	C. B. & Q. joint 4s, reg.....	94%	94%	94%	10	100%	97%	98%	94%	N. Y. L. E. & W. D. & L. 5s.....	101	101	2
97%	94%	96%	89%	C. B. & Q. gen. 4s.....	90%	89%	90%	69	102%	123	126	102%	N. Y. N. H. & H. cv. 6s.....	107%	107%	41
88	83%	85%	81%	C. B. & Q. Ill. Div. 3 1/2s.....	81%	81%	81%	5	101%	101%	103%	100%	N. Y. N. H. & H. cv. 6s, 1917.....	105%	105%	1
99%	96%	97	93	C. B. & Q. Neb. Ext. 4s.....	94%	94%	94%	2	101%	101%	103%	100%	N. Y. N. H. & H. cv. 6s, 1917.....	105%	105%	1
81%	77	80	67%	Chi. & East. Ill. ref. 4s.....	67%	67%	67%	1	101%	101%	103%	100%	N. Y. N. H. & H. cv. 6s, 1917.....	105%	105%	1
114	110	111	104%	Chi. & Erie 1st 5s.....	104%	104%	104%	1	101%	101%	103%	100%	N. Y. N. H. & H. cv. 6s, 1917.....	105%	105%	1
104	102	103	98	Chi. Gas Light & Coke 5s.....	101	101	101	13	101%	101%	103%	100%	N. Y. N. H. & H. cv. 6s, 1917.....	105%	105%	1
83	75	77%	70	Chi. Great Western 4s.....	70%	70%	70%	37	101%	101%	103%	100%	N. Y. N. H. & H. cv. 6s, 1917.....	105%	105%	1
99%	96%	98%	89%	C. M. & St. P. g. 4s, Ser. A. 92	91%	92	91%	5	101%	101%	103%	100%	N. Y. N. H. & H. cv. 6s, 1917.....	105%	105%	1
80%	83%	85	79	C. M. & St. P. 3 1/2s, Ser. B. 80	80	80	80	1	101%	101%	103%	100%	N. Y. N. H. & H. cv. 6s, 1917.....	105%	105%	1
92%	90	91%	86	C. M. & St. P. deb. 4s 1934.....	88%	88%	88%	3	101%	101%	103%	100%	N. Y. N. H. & H. cv. 6s, 1917.....	105%	105%	1
113%	111	110%	106	C. M. & St. P. Dubuque 6s.....	108%	108%	108%	1	101%	101%	103%	100%	N. Y. N. H. & H. cv. 6s, 1917.....	105%	105%	1
106%	104%	105%	101%	C. M. & St. P. C. & P. & W. 5s.....	102%	102%	102%	10	101%	101%	103%	100%	N. Y. N. H. & H. cv. 6s, 1917.....	105%	105%	1
97	101%	106%	100	C. M. & St. P. cv. 4 1/2s.....	101%	100%	101	25	101%	101%	103%	100%	N. Y. N. H. & H. cv. 6s, 1917.....	105%	105%	1
95	92%	94	85	C. M. & Puget Sd. 4s.....	88	88	88	8	101%	101%	103%	100%	N. Y. N. H. & H. cv. 6s, 1917.....	105%	105%	1
87	83%	85%	78%	Chi. & N. W. gen. 3 1/2s.....	80%	80%	80%	2	101%	101%	103%	100%	N. Y. N. H. & H. cv. 6s, 1917.....	105%	105%	1
98%	95%	98%	92%	Chi. & N. W. gen. 4s.....	94	93	93	12	101%	101%	103%	100%	N. Y. N. H. & H. cv. 6s, 1917.....	105%	105%	1
94	92%	94	88%	C. & N. W. M. S. & N. W. 4s.....	90%	90%	90%	1	101%	101%	103%	100%	N. Y. N. H. & H. cv. 6s, 1917.....	105%	105%	1
99%	96%	98%	70	C. R. I. & P. ref. 4s.....	72	71%	72	56	101%	101%	103%	100%	N. Y. N. H. & H. cv. 6s, 1917.....	105%	105%	1
73%	64%	67%	48%	C. R. I. & P. col. 4s.....	51%	49	50	338	101%	101%	103%	100%	N. Y. N. H. & H. cv. 6s, 1917.....	105%	105%	1
36%	32%	34%	82%	C. R. I. & P. gen. 4s.....	83	83	83	32	101%	101%	103%	100%	N. Y. N. H. & H. cv. 6s, 1917.....	105%	105%	1
95	102	102%	98	Chi. St. P. M. & O. deb. 5s.....	100	100	100	3	101%	101%	103%	100%	N. Y. N. H. & H. cv. 6s, 1917.....	105%	105%	1
94%	93%	90	88%	C. C. & S. L. Calro Div. 4s.....	89%	88%	89%	1	101%	101%	103%	100%	N. Y. N. H. & H. cv. 6s, 1917.....	105%	105%	1
85%	72%	85	75	Colorado Industrial 5s.....	76	75	75	5	101%	101%	103%	100%	N. Y. N. H. & H. cv. 6s, 1917.....	105%	105%	1
97%	93	94%	89	Col. & Southern 1st 4s.....	89%	89%	89%	3	101%	101%	103%	100%	N. Y. N. H. & H. cv. 6s, 1917.....	105%	105%	1
98%	93	94	90%	Col. & Southern ref. 4 1/2s.....	91%	91%	91%	8	101%	101%	103%	100%	N. Y. N. H. & H. cv. 6s, 1917.....	105%	105%	1
94	93	87%	87	Consol. Coal Mtd. 1st ref. 5s.....	87%	87%	87%	1	101%	101%	103%	100%	N. Y. N. H. & H. cv. 6s, 1917.....	105%	105%	1
97	95%	96%	93%	Corn Prod. ref. s. f. 5s, 1931.....	93%	93%	93%	2	101%	101%	103%	100%	N. Y. N. H. & H. cv. 6s, 1917.....	105%	105%	1
91	88%	90	85%	Cumberland Tel. 5s.....	95	95	95	1	101%	101%	103%	100%	N. Y. N. H. & H. cv. 6s, 1917.....	105%	105%	1
97	107	101%	101%	FLA. C. & PEN. con. 5s.....	101%	101%	101%	1	101%	101%	103%	100%	N. Y. N. H. & H. cv. 6s, 1917.....	105%	105%	1
12%	106	108	102	Pt. Worth & D. C. 1st 6s.....	103	103	103	2	101%	101%	103%	100%	N. Y. N. H. & H. cv. 6s, 1917.....	105%	105%	1
97	104%	104%	101	G. H. & S. A. M. & P. Div. 5s.....	101	101	101	1	101%	101%	103%	100%</				

## Week's Bond Trading—Continued

R'ge for '12.		R'ge for '13.		High.	Low.	Last.	Sales.
High.	Low.	High.	Low.				
100 1/2	100	102	96 1/2	100 1/2	99 1/2	100 1/2	235
101	100 1/2	102 1/2	97 1/2	100 1/2	99 1/2	100 1/2	4
..	..	95 1/2	95	95	95	95	1
..	..	98 1/2	96	97 1/2	97 1/2	97 1/2	27
101	97 1/2	98	90 1/2	91 1/2	91 1/2	91 1/2	22
97 1/2	95	95 1/2	89 1/2	90	89 1/2	90	4
107 1/2	104 1/2	108 1/2	101	102	101 1/2	102	32
100 1/2	96	99 1/2	92 1/2	94 1/2	94 1/2	95 1/2	10
72 1/2	55 1/2	64 1/2	46 1/2	48 1/2	48 1/2	48 1/2	51
83 1/2	72 1/2	80	70	70	70	70	2
39 1/2	30	36 1/2	11 1/2	11 1/2	11 1/2	11 1/2	3
42 1/2	25	27 1/2	10	11 1/2	11	11	90
34	25	27 1/2	10	11 1/2	11 1/2	11 1/2	4
..	..	82 1/2	80 1/2	81 1/2	81 1/2	81 1/2	3
103 1/2	100 1/2	102 1/2	99 1/2	100 1/2	100	100	11
88 1/2	82 1/2	83 1/2	75	75	75 1/2	75 1/2	14
108 1/2	106	107 1/2	103	103	103	103	2
96	92 1/2	94	87	88 1/2	88 1/2	89 1/2	6
101	97	98 1/2	90	91	91	91	10
98 1/2	96	97 1/2	89	91	91	91	10
85 1/2	80 1/2	80 1/2	70	72 1/2	72 1/2	72 1/2	10
93 1/2	89 1/2	91 1/2	84	85 1/2	85 1/2	85 1/2	9

Total sales .....				\$10,212,000			
U. S. Government Bonds							
102½	101¾	103¼	99	Panama 3s, coupon.....	100	100	1

R'ge for '12.		R'ge for '13.		High.	Low.	Last.	Sales.
High.	Low.	High.	Low.				
95 1/2	90	92	85	89 1/2	89 1/2	89 1/2	1
..	..	89 1/2	84	85 1/2	85 1/2	85 1/2	2 1/2
93 1/2	89 1/2	90 1/2	83 1/2	88	87 1/2	87 1/2	13 1/2
93	88 1/2	89 1/2	82 1/2	87 1/2	87 1/2	87 1/2	3

Total sales \$20,000

R'ge for '12.		R'ge for '13.		High.	Low.	Last.	Sales.
High.	Low.	High.	Low.				
103	101 1/2	101 1/2	97	97	97	97	11
60	46	59 1/2	42	55	55	55 1/2	44

Total sales \$55,000

R'ge for '12.		R'ge for '13.		High.	Low.	Last.	Sales.
High.	Low.	High.	Low.				
88	82 1/2	86	80 1/2	83 1/2	83 1/2	83 1/2	5
100 1/2	95 1/2	97 1/2	90 1/2	96 1/2	95 1/2	96 1/2	18
100 1/2	95 1/2	97 1/2	90 1/2	95 1/2	95 1/2	95 1/2	4
102 1/2	101	102	100	101 1/2	101 1/2	102	5
103	99 1/2	100 1/2	95 1/2	100	99 1/2	100	42
107 1/2	103 1/2	105 1/2	100	103	103	103	17
..	..	105 1/2	99 1/2	103 1/2	102 1/2	103 1/2	90

Total sales \$181,000

Grand total \$10,469,000

## Transactions on the New York Curb

Week Ended Dec. 27.

Total Sales.		—Week's Range.—		Net
High.	Low.	High.	Low.	
20.	135.	245	240	241
35.	38	48	..	..
40.	380	405	..	..
1,736.	250	267	+18	..
180.	408	416	+10	..
1,233.	170	177	+8	..
385.	337	402	+6	..
205.	630	665	..	..
118.	422	493	..	..
125.	276	276	-5	..
20.	280	280	+10	..
505.	85	92 1/2	+6 1/2	..
125.	190	197	+7	..
46.	41	44	+3	..
75.	333	335	..	..

## Short Term Note Values

Name.	Rate.	Maturity.	Bid.	Ask.	Yield.
Amalgamated Copper	..5	Mar. 15, '15	99 1/2	99 1/2	5.20
American Locomotive	..5	July, 1915	98 1/2	99 1/2	5.70
Austrian Government	..4 1/2	July, 1914-15	98	99	6.00
Baltimore & Ohio	..5	July, 1914	99 1/2	100 1/2	4.87
Boston & Maine	..5	Feb. 3, '14	92	97	36.00
Boston & Maine	..6	June 2, '14	80	95	19.00
Brooklyn Rapid Transit	..5	July, 1918	96	96 1/2	5.90
Chesapeake & Ohio	..4 1/2	June, 1914	98 1/2	99	7.00
Chicago & West. Ind.	..5	Sep., 1915	98 1/2	99 1/2	5.55
Chicago Elevated Ry.	..5	July, 1914	92	95 1/2	13.00
Consolidated Gas	..6	Feb. 25, '14	100 1/2	100 1/2	4.85
Erie Railroad	..6	Apr. 8, '14	99 1/2	100 1/2	5.00
Erie Railroad	..5	Oct., 1914	98 1/2	99 1/2	6.00
Erie Railroad	..5	Apr., 1915	97 1/2	98 1/2	6.50
General Motor	..6	Oct., 1915	98	98 1/2	6.75
Hocking Valley Ry.	..5	Nov., 1914	99 1/2	99 1/2	5.30
Illinois Central	..4 1/2	July, 1914	99 1/2	99 1/2	4.75
Int. & Great Northern	..5	Aug., 1914	96	96 1/2	9.65
International Harvester	..5	Feb. 15, '15	99 1/2	99 1/2	5.20
Lackawanna Steel	..5	Mar., 1915	92 1/2	93 1/2	10.65
Lake Shore & Mich. So.	..4 1/2	Mar. 15, '14	99 1/2	100	4.50
Michigan Central	..4 1/2	Mar., 1914	99 1/2	100	4.50

## Transactions on Other Markets

Below Will Be Found Transactions and High, Low and Final Prices Reported Last Week on Various Markets Elsewhere Than in New York. For Mining Stocks and Public Utilities See Under Those Classifications

## Industrials, Miscellaneous, Etc.

Stock.	Market.	Sales.	High.	Low.	Last.
ALASKA PACKERS	San F.	10	76	76	76
Am. Agri. Chem.	Boston	186	46 1/2	45 1/2	46
Am. Agri. Chem. pf.	Boston	377	90 1/2	89 1/2	90
American Can	Chicago	1,020	31 1/2	28 1/2	30 1/2
American Can pf.	Chicago	350	91	88 1/2	91
American Can	Philadelphia	300	31	29	31
Am. Locomotive pf.	Phila.	10	98	98	98
Am. Milling	Philadelphia	100	1	1	1
Am. Pneu. Service	Boston	20	3	2 1/2	3
Am. Pneu. Service pf.	Boston	105	17 1/2	17	17 1/2
Am. Sewer Pipe	Pittsburgh	10	12 1/2	12 1/2	12 1/2
Am. Shipbuilding pf.	Chicago	20	80 1/2	80 1/2	80 1/2
Am. Shipbuilding	Cleveland	5	35	35	35
Am. Sugar	Boston	807	108	106 1/2	108



## INDUSTRIALS—Continued

Stock.	Market.	Sales.	High.	Low.	Last.
Chicago Pneu. Tool...Chicago	129	51½	51	51	
Chicago Pn. Tool 5s...Chicago	\$2,000	90½	90½	90½	
*City Dairy pf...Toronto	19	98	97½	98	
Consol. Coal 6s...Baltimore	\$3,000	90½	90½	90½	
Consol. Coal...Baltimore	10	94	94	94	
Colo. Fuel & Iron...Phila.	10	28½	28½	28½	
Con. Rubber Tire...Cleveland	15	40½	40½	40½	
Corn Products ref...Chicago	50	97½	97½	97½	
C. & S. Brew. 6s...Cleveland	\$15,000	71	71	71	
Crucible Steel...Pittsburgh	515	14½	14½	14½	
Crucible Steel pf...Pittsburgh	815	87½	87	87½	
Crows Nest...Toronto	48	55	55	55	
DAVIS CHEM. 6s...Phila.	\$3,000	98	98	98	
Dayton Brew. 6s...Cleve.	\$3,000	70	70	70	
Diamond Match...Chicago	47	93	93	93	
Diamond Match 6s...Chicago	\$3,000	104	104	104	
Dominion Bridge...Montreal	35	115	113½	115	
Dominion Canners...Toronto	25	63½	62½	62½	
Dominion Cannery pf...Toronto	15	93½	93	93½	
Dom. I. & S. pf...Montreal	50	93½	93½	93½	
Dom. I. & S. bonds...Montreal	\$15,000	87½	87	87½	
Dom. I. & S. pf...Montreal	51	93½	93	93½	
Dominion Steel...Montreal	989	38½	37½	37½	
Dominion Steel...Toronto	50	38½	38½	38½	
Dominion Textile...Montreal	114	82½	81½	81½	
Dom. Text. bd., Ser. B. Mont.	\$1,000	100	100	100	
Dom. Text. bd., Ser. C. Mont.	\$1,000	97	97	97	
EAST BOSTON LAND. Boston	210	11	11	11	
Electric Storage Bat...Phila.	391	47	46	46½	
Elkhorn Fuel 5s...Baltimore	9,000	93½	93	93½	
FIRESTONE RUB. Cleveland	10	245½	245½	245½	
Firestone Rub. T. pf...Cleve.	90	102	101	102	
GENERAL ASPHALT...Phila.	2,203	38	36½	37½	
General Asphalt pf...Phila.	208	70½	75½	76	
General Asphalt 5s...Phila.	\$1,000	97	97	97	
General Electric...Boston	396	141	139½	140½	
Gen. Petroleum 6s. San Fran.	\$7,000	52	52	52	
Goodrich...Cleveland	250	20½	18½	20½	
Goodrich pf...Cleveland	60	77½	77	77½	
Goodrich...Chicago	350	21	20	20	
Goodwins pf...Montreal	10	75½	75½	75½	
Good Will pf...Cleveland	131	1	1	1	
Goodyear pf...Cleveland	211	91	89½	90	
HART, S. & M. pf. Chicago	165	100½	99½	100½	
Hillcrest-Col. ...Montreal	25	42½	42½	42½	
Hoster Cola. Brew. 6s. Colum.	\$10,000	54½	54½	54½	
ILL. BRICK...Chicago	515	60	65		
Independent B'w. Pittsburgh	20	4½	4½	4½	
Independent Brew. pf. Pitts.	180	22½	22½	22½	
Independ. Brew. 6s...Pitts.	\$1,000	73½	73½	73½	
Inter Lake S. S. ...Cleveland	176	90	97	98	
Inter. Shoe pf...St. Louis	2	104½	104½	104½	
K. C. BREW. 6s...Cleve.	\$1,000	68½	68½	68½	
LA BELLE I. W. Pittsburgh	40	40	40	40	
Lake Superior...Philadelphia	387	23½	21	23	
Lake of Woods...Toronto	35	130	130	130	
Lake of Woods...Montreal	50	118	118	118	
Laurentide Paper...Montreal	27	165	164	164	
Lehigh Coal & Nav...Phila.	142	84½	84½	84½	
Lehigh Coal & N. etfs...Phila.	408	84½	84½	84½	
Los Ang. Inv. Co...Los Ang.	7,770	1.12½	.98	1.00	
MACDONALD...Montreal	225	15½	15	15½	
Macdonald...Toronto	110	15	14½	15	
McElwain pf...Boston	40	99½	98½	99½	
Maple Leaf pf...Toronto	132	92½	91½	92½	
Maricopa Nor. Oil...Los Ang.	1,000	7½	7½	7½	
Mergenthaler...Boston	10	211	211	211	
Mergenthaler...Washington	26	210½	210	210½	
Mt. V-W. Ct. Duck 5s...Balt.	\$200,000	52½	44½	46	
Monarch pf...Toronto	3	85	85	85	
Montreal Cotton pf. Montreal	10	100	100	100	
Montgomery Ward pf. Chicago	176	100½	108	108	
NAT. CANDY...St. Louis	350	10½	8½	10½	
Nat. Carbon...Chicago	195	134	131	131	
Nat. Fireproof...Pittsburgh	2,680	10½	7½	8	
Nat. Fireproof pf...Pittsburgh	606	28½	26½	27	
Nat. Pac. Oil...Los Angeles	49,600	5½	4½	5	
Nat. Refining pf...Cleveland	20	139½	139½	139½	
Nat. Steel pf...Toronto	20	68	68	68	
Neuralgylene...Cleveland	90	77	76½	77	
Nova Scotia Steel...Montreal	35	78½	75	76	
N. & W. Steamboat 5s. Wash.	\$1,000	104½	104½	104½	
OGILVIE MILL...Montreal	25	118½	117½	117½	
Ogilvie Mill pf...Montreal	10	115	115	115	
Ogilvie Mill bond...Montreal	\$8,000	100	100	100	
Ohio Fuel Oil...Pittsburgh	80	16	16	16	
Ohio Fuel Supply...Pittsburgh	29	41	41	41	
Oklahoma Gas...Pittsburgh	29	61	61	61	
Orpheum Theatre 6s...San F.	\$4,000	101	101	101	
PAC. BURT...Toronto	10	28	28	28	
Penmans...Montreal	10	49½	49½	49½	
Penmans pf...Montreal	235	80	80	80	
Penmans...Toronto	10	49½	49½	49½	
Penn. Salt Mfg...Philadelphia	9	106½	105½	106½	
Pitts. Brewing...Pittsburgh	415	10½	10½	10½	
Pitts. Brewing 6s...Pittsburgh	\$1,000	88	88	88	
Pitts. Coal pf...Pittsburgh	35	87	87	87	
Pitts. Coal deb. 5s...Pittsburgh	\$9,000	91½	91	91½	
Producers Trans. Los Angeles	130	72	69	69	
Pullman Palace Car...Boston	202	153½	149	152½	
Pure Oil...Pittsburgh	1,472	14½	14½	14½	
QUAKER OATS pf...Chicago	120	102½	102	102½	
REECE BUTTON...Boston	45	16½	16½	16½	
Republic I. & S. pf...Phila.	10	80½	80½	80½	
Rogers...Toronto	20	141½	140	140	
Rich. & Ont. Nav...Montreal	385	111½	111	111	
S. C. PORTLAND CEMENT					
6s...San Francisco	\$3,000	84	84	84	
Sawyer-Massey pf...Toronto	27	84	82	82	
Sears-Roebuck...Chicago	5,165	183	177	181½	
Sher. & Williams...Montreal	54	54	53	53	
Sher. & Williams pf. Montreal	11	99	99	99	
Swartwood...Montreal	25	55	55	55	
Spanish-Am. Iron 6s...Phila.	\$4,000	100½	100½	100½	
Spanish River...Montreal	309	10	9	9	
Spanish R. P. & D...Toronto	12	9	9	9	
Stark Tusc. Brew...Cleveland	10	2½	2½	2½	
Stark Tusc. Brew 6s...Clev.	\$2,000	73	73	73	
Steel Co. of Canada...Toronto	50	17	16½	17	
Steel Co. of Canada pf...Tor.	15	83	82	83	
Steel Can. bond...Toronto	\$300	90	90	90	
Steel Can. pf...Montreal	25	81½	81½	81½	
Street's Stable Car...Chicago	50	4½	4½	4½	
Street's Stable Car pf...Chgo.	15	23	23	23	
Suburban Realty...N. Orleans	50	10½	10½	10½	
Swinehart Rubber...Cleveland	30	68½	68½	68½	

Stock.	Market.	Sales.	High.	Low.	Last.
Swift & Co...Chicago	208	108½	103	108½	
Swift & Co...Boston	232	104	102½	104	
TORONTO PAPER...Toronto	22	70	58	58	
Torrington...Boston	122	28	27½	28	
Torrington pf...Boston	10	27½	27½	27½	
Tuckers Tobacco pf...Toronto	10	95	95	95	
UNION CARBIDE...Chicago	1,905	154	148	150	
Union Oil...Los Angeles	734	51½	47	47	
Union Oil 5s...Los Angeles	\$16,000	82½	82½	82½	
Union Sand...St. Louis	1	70	70	70	
Union Switch & Signal...Pitts.	820	143½	140½	143½	
Union Prov. Oil...Los Angeles	50	69	69	69	
United Petro...Los Angeles	1	70	70	70	
United Fruit...Boston	142	163	160½	160½	
United Shoe Mach...Boston	11,518	56½	52½	55	
United Shoe Mach. pf...Boston	245	28	27½	28	
U. S. Rubber 1st pf...Phila.	5	100½	100½	100½	
U. S. Steel...Boston	8,612	60½	58½	59½	
U. S. Steel...Chicago	1,440	60½	58½	59½	
U. S. Steel...Phila.	44,711	60½	58½	59½	
U. S. Steel...Pittsburgh	60	60	59½	60	
U. S. Steel pf...Boston	92	106½	106½	106½	
U. S. Steel pf...Phila.	6	106½	106½	106½	
WARWICK I. & S...Phila.	27	10½	10½	10½	
Wayagamack...Montreal	205	23	22	22	
Wayagamack (bond) Montreal	66,500	72½	71½	71½	
Weisbach col 5s...Phila.	\$3,000	89½	89½	89½	
W'house Air Brake...Pitts.	220	130	128	130	
W'house Elec. & Mfg...Pitts.	430	33½	32½	33½	
W'house El. & Mfg pf...Pitts.	115	58	58	58	
Westinghouse Machine...Pitts.	400	20	20	20	
Wells Fargo Nevada...San F.	55	170	170	170	
YOUNGSTON S. & T. pf. Cleve.	100	112½	112½	112½	

## Railroads

Stock.	Market.	Sales.	High.	Low.	Last.
ATLANTIC pf...Boston	10	99½	99½	99½	
Atchafalpa conv. 4s...Boston	\$6,000	92½	92½	92½	
BALT. & OHIO...Phila.	3	92½	92½	92½	
Boston & Albany...Boston	109	186	183½	186	
Boston & Lowell...Boston	18	155	155	155	
Boston & Maine...Boston	777	44½	41	44½	
Boston & Maine pf...Boston	10	53	53	53	
Boston & Providence...Boston	10	238½	238½	238½	
CANADIAN PAC...Montreal	2,703	218½	200	200	
*Canadian Pacific...Toronto	645	217½	200	210½	
Canadian Pac. rights...Toronto	1,703	4-16	4-16	4-16	
Canadian Pac. rights...Montreal	15,807	4½	4-16	4-16	
Chic. B. & Q. joint 4s...Boston	\$25,000	94½	93½	94½	
Chic. Jctn. & S. Y. pf. Boston	45	104	103½	104	
Chic. Jctn. S. Y. 5s. 1915 Boston	\$1,000	99	99	99	
FITCHBURG pf...Boston	55	79	75	79	
G. A. & S. O. FLA. 1st pf...Balt.	94	87½	87½	87½	
K. C., FT. S. & M. 6s...Boston	\$2,000	107½	107½	107½	
LEHIGH VALLEY...Phila.	750	77	75½	75½	
Lehigh Val. gen. con. 4s. Phila.	\$1,000	86	86	86	
MAINE CENTRAL...Phila.	110	91	91	91	
Minehill...Philadelphia	8	53½	53½	53½	
Missouri Pacific...Phila.	10	22½	22½	22½	
NEW YORK CENT...Phila.	10	91½	91½	91½	
N. Y., N. H. & H...Phila.	300	70½	74	70½	
N. Y., N. H. & H...Boston	4,272	75½	74½	75½	
N. Y., N. H. & H. rights...Bos.	8,314	1½	80½	11-32	
N. Y., N. H. & H. cv. 6s. 1933...					
N. O. M. & C. 5s...Baltimore	\$2,000	103½	103½	103½	
Northern Central...Baltimore	\$1,000	47	47	47	
Northern Central...Phila.	115	116	106½	116	
OLD COLONY R. R...Boston	50	114	114	114	
PENNA. R. R...Philadelphia	1,541	55	54½	54½	
Penna. R. R...Boston	100	55	55	55	
READING...Philadelphia	16,215	85	11-16	82-7-16	
Reading gen. 4s...Phila.	\$12,000	92½	91½	92½	
Reading-J. C. 4s...Phila.	\$5,000	92	92	92	
SEABOARD AIR LINE...Balt.	18	17½	17½	17½	
Southern Pacific...Phila.	44	89½	89½	89½	
UNION PACIFIC...Boston	130	156½	155½	156½	
Union Pacific pf...Boston	10	85½	85½	85½	
WEST JERSEY & S. S...Phila.	1	54	54	54	
West Nor. Carol 6s...Baltimore	\$2,000	100	100	100	
West. N. Y. & P. 4s...Phila.	\$2,000	74½	74½	74½	
Western Pacific 5s...San Fran.	\$12,000	74½	74	74½	

\*Ex dividend.

## Banks, Etc.

Stock.	Market.	Sales.	High.	Low.	Last.
ALLIANCE INSUR. CO. Phila.	10	16	16	16	
Am. Indem. Ins...Baltimore	15	47½	47	47½	
BK. OF CALIFORNIA...San F.	40	104½	104½	104½	
Bank of Commerce...Montreal	252	201	200	200	
Bank of Commerce...Toronto	308	200½	200½	200½	
Bank of Commerce...Baltimore	150	31½	31½	31½	
*Bank of Commerce...St. Louis	193	120	123½	128	
Bank of Commerce...Cleveland	5	200	200	200	
Bankers Trust...St. Louis	30	193	192½	193	
British North Am...Montreal	4	149½	149½	149½	
*CANADA PERMANENT...Tor.	100	186	185½	185½	
Canal La Bank & Trust...N. O.	170	87½	85	85	
Cleveland Trust...Cleveland	15	227½	227½	227½	

## *Latest Earnings of Important Railroads*

Below are shown the earnings of important railroads according to the latest reports published. The net earnings are in some cases the figure resulting from the

deduction of expenses alone from gross receipts, in others it is the amount remaining after taxes have been paid and car settlements made with other railroads. As

each railroad reports its net in the same way from month to month, these figures, published currently, are the best guide to those interested:

### November Gross and Net Earnings

### November Compared with Same Month in 1912.

GROSS		NET	
Amount.	Change.	Amount.	Change.
\$9,784,519	— \$1,044,366	\$3,090,268	— \$639,171
7,926,256	+ 1,114,101	1,588,515	+ 1,132,916
2,673,300	+ 163,600	964,800	+ 87,000
7,093,444	+ 241,660	1,900,961	+ 359,937
1,674,295	+ 84,546	537,780	+ 57,672
816,968	— 128,785	3,705	— 222,918
1,174,888	— 339,742	291,215	— 259,497
982,302	+ 22,973	362,763	+ 8,725
3,549,899	+ 194,886	1,102,360	+ 190,916
11,890,350	+ 761,068	3,546,986	+ 508,044
6,206,656	+ 161,508	1,797,132	+ 105,423

**Earnings July 1 to December 1, Compared with Same 1912.**

Railroad.	Gross.			Net.		
	Amount.	Change.	P. C.	Amount.	Change.	P. C.
Atch., Topeka & Santa Fe...	\$48,768,783	— \$2,039,334	— 4.0	\$14,700,668	— \$1,276,750	— 8.0
Baltimore & Ohio.....	44,744,039	+ 597,798	+ 1.4	12,479,670	+ 1,220,080	+ 8.9
Canadian Northern.....	11,108,900	+ 1,001,000	+ 9.9	3,416,700	+ 544,700	+ 19.0
Chicago & Northwestern.....	39,504,182	+ 1,034,114	+ 2.6	11,678,760	+ 669,370	+ 5.2
Chi., St. P., M. & O.....	8,225,715	+ 393,846	+ 5.0	2,242,636	+ 19,628	+ 0.9
Cin., Hamilton & Dayton.....	4,599,476	— 119,459	— 2.5	584,038	— 662,732	— 53.2
Colorado & Southern.....	6,358,911	— 252,155	— 3.1	1,555,653	— 536,419	— 25.6
Kansas City Southern.....	4,515,352	— 78,411	— 1.7	1,353,098	— 95,734	— 5.8
Lehigh Valley.....	18,131,319	— 950,005	— 5.0	6,088,234	— 893,255	— 12.8
Southern Pacific.....	62,166,658	— 1,329,946	— 2.1	20,137,161	— 3,101,281	— 13.4
Southern Railway.....	29,876,050	+ 849,416	+ 2.9	8,100,056	+ 11,951	+ 5.7

**DIVIDENDS DECLARED**

Continued from Page 803.

DIVIDENDS DECLARED				DIVIDENDS DECLARED			
Continued from Page 803.				Continued from Page 803.			
Company	Rate.	Pay- able.	Books Close.	Company	Rate.	Pay- able.	Books Close.
Greenwich Nat. 2 1/2	Q Jan. 1	Dec. 20	20	International 4	Q Jan. 1	Dec. 20	20
Hanover Nat. 4	Q Jan. 2	Dec. 23	23	Irving Nat. 2 1/2	Q Jan. 1	Dec. 20	20
Homestead (Brooklyn) 2	— Jan. 1	Dec. 20	20	Liberty Nat. 2 1/2	Q Jan. 1	Dec. 20	20
Importers & Tr. Nat. 12	— Jan. 2	Dec. 19	19	Manhattan Co. 7	— Jan. 1	Dec. 26	26
International 4	— Dec. 31	Dec. 20	20	Manhattan Co. 1	Ex Jan. 1	Dec. 26	26
Irving Nat. 2 1/2	Q Jan. 1	Dec. 20	20	Manhattan Co. 5	Q Jan. 1	Dec. 26	26
Liberty Nat. 2 1/2	Q Jan. 1	Dec. 20	20	Mar. & Ful. Nat. 3	— Jan. 1	Dec. 23	23
Manhattan Co. 7	— Jan. 1	Dec. 26	26	Mechan. (Bkln.) 3	— Jan. 1	Dec. 23	23
Bank of the 7	— Jan. 1	Dec. 26	26	Merch. Ex. Nat. 3	— Jan. 1	Dec. 23	23
Bank of the 1	Ex Jan. 1	Dec. 26	26	Metrop. Nat. 4	Q Jan. 1	Dec. 26	26
Manhattan Co. 5	Q Jan. 1	Dec. 26	26	Metropolitan 2 1/2	— Jan. 1	Dec. 19	19
Mar. & Ful. Nat. 3	— Jan. 1	Dec. 23	23	Montana (Bkln.) 2	— Jan. 1	Dec. 15	15
Mechan. (Bkln.) 3	— Jan. 1	Dec. 23	23	National 2 1/2	Q Jan. 1	Dec. 26	26
Merch. Ex. Nat. 3	— Jan. 1	Dec. 23	23	Nas. Nat. (Bkln.) 2 1/2	Q Jan. 1	Dec. 26	26
Metrop. Nat. 4	Q Jan. 1	Dec. 26	26	New York Bank of N. B. A. 8	— Jan. 1	Dec. 20	20
Metropolitan 2 1/2	— Jan. 1	Dec. 19	19	N. S. (Bkln.) 3	— Jan. 1	Dec. 20	20
Montana (Bkln.) 2	— Jan. 1	Dec. 15	15	People's Nat. 4	— Jan. 1	Dec. 20	20
National 2 1/2	Q Jan. 1	Dec. 26	26	People's Nat. 4	— Jan. 1	Dec. 20	20
Nas. Nat. (Bkln.) 2 1/2	Q Jan. 1	Dec. 26	26	Ridgewood Nat. 2	— Dec. 31	Dec. 23	23
New York Bank of N. B. A. 8	— Jan. 1	Dec. 20	20	Second Nat. 3	Q Jan. 1	Dec. 26	26
N. S. (Bkln.) 3	— Jan. 1	Dec. 20	20	State 2 1/2	— Jan. 1	Dec. 12	12
People's Nat. 4	— Jan. 1	Dec. 20	20	Union Ex. Nat. 4	— Dec. 31	Dec. 20	20
People's Nat. 4	— Jan. 1	Dec. 20	20	Wash. Heights 2 1/2	Q Jan. 1	Dec. 26	26
Ridgewood Nat. 2	— Dec. 31	Dec. 23	23	West Side 4	— Dec. 31	Dec. 19	19
Second Nat. 3	Q Jan. 1	Dec. 26	26	Yorkville 10	— Dec. 31	Dec. 19	19
State 2 1/2	— Jan. 1	Dec. 12	12	TRUST COMPANIES			
Union Ex. Nat. 4	— Dec. 31	Dec. 20	20	Bankers' 5	Q Jan. 1	Dec. 24	24
Wash. Heights 2 1/2	Q Jan. 1	Dec. 26	26	Brooklyn 5	Q Jan. 1	Dec. 19	19
West Side 4	— Dec. 31	Dec. 19	19	Brooklyn 5	Ex Jan. 1	Dec. 19	19
Yorkville 10	— Dec. 31	Dec. 19	19	Central 10	Ex Jan. 1	Dec. 23	23
TRUST COMPANIES				Colum. Knick. 5	Q Dec. 31	Dec. 22	22
Bankers' 5	Q Jan. 1	Dec. 24	24	Empire 2 1/2	Q Dec. 31	Dec. 20	20
Brooklyn 5	Q Jan. 1	Dec. 19	19	Equitable 6	Q Dec. 31	Dec. 20	20
Brooklyn 5	Ex Jan. 1	Dec. 19	19	Fidelity 3	— Jan. 2	Dec. 20	20
Central 10	Ex Jan. 1	Dec. 23	23	Fidelity 3	— Jan. 2	Dec. 20	20
Colum. Knick. 5	Q Dec. 31	Dec. 22	22	Franklin (Bkln.) 6	Q Dec. 31	Dec. 20	20
Empire 2 1/2	Q Dec. 31	Dec. 20	20	Fulton 2 1/2	— Jan. 1	Dec. 22	22
Equitable 6	Q Dec. 31	Dec. 20	20	Fulton 2 1/2	— Jan. 1	Dec. 22	22
Fidelity 3	— Jan. 2	Dec. 20	20	Guaranty 2	Ex Dec. 31	Dec. 24	24
Fidelity 3	— Jan. 2	Dec. 20	20	Hudson 3	— Jan. 1	Dec. 20	20
Franklin (Bkln.) 6	Q Dec. 31	Dec. 20	20	Lawyers Title	Q Jan. 2	Dec. 15	15
Fulton 2 1/2	— Jan. 1	Dec. 22	22	Ins. & Trust 2	Q Jan. 2	Dec. 27	27
Fulton 2 1/2	— Jan. 1	Dec. 22	22	Mech. of N. J. 5	Ex Jan. 1	Dec. 27	27
Guaranty 2	Ex Dec. 31	Dec. 24	24	Metropolitan 6	Q Dec. 31	Dec. 19	19
Hudson 3	— Jan. 1	Dec. 20	20	Mutual All. 1 1/2	Q Jan. 2	Dec. 27	27



# Labor

## As Manufacturers View the Year's Legislation

### They Considered It Radical and Dangerous, With Paternalistic Tendencies Predominating—The Principal Features

The following report, in review of the progress of labor legislation at Washington during the year 1913, has been made to the National Founders' Association:

The past year has been a comparatively quiet one at Washington in matters of legislation relating to employers, but plenty of it of the most radical and dangerous kind has been accomplished and more is contemplated with the kind of determination which, the requisite opposition lacking, bids fair to be successful.

#### THE EIGHT-HOUR DAY

The eight-hour law is a hard fact, involving many difficulties for Government contractors and sub-contractors, and establishing the theory that Congress has the right (because it has the power, if for no other reason) to legislate the length of the work day (and a higher wage scale, in reality) into the shops of private individuals. It has been only natural that the eight-hour day should be provided for dredge workers on Government work. It would be only natural that Congress should find the power, as various bills propose, to prevent the employment of females in factories for a period longer than eight hours per day and entirely to prevent the employment of children in factories. It is not necessary any longer to oppose eight-hour amendments to the various appropriation bills; the small beginnings of the shorter work-day movement by the political coercion of acts of Congress have resulted in the accepted application of the general law—"accepted," because there is nothing else to do. Mr. Roberts of Massachusetts has a bill providing that the Statute of Limitations shall not be interposed in any suit brought by laborer, workman, or mechanic in the Court of Claims against the United States to recover wages claimed to be due him under the national eight-hour law.

#### ANTI-INJUNCTION AND CONTEMPT BILLS

Mr. Clayton has introduced his Anti-Injunction bill according to the accepted formula in the present House. Anti-injunction legislation will always be stubbornly opposed, and anti-injunction legislation will always be a thoroughly vicious class proposition, but any one is living in a fool's paradise who fancies that a Senate constituted like the present is not in danger of passing a measure of this kind if once it should come before that body. The present House would surely pass it.

The Clayton Contempt bill was not heard by the Senate Judiciary Committee of the last Congress. This is a sort of companion piece of the Clayton Anti-Injunction bill, however, and, being equally dangerous, is equally in danger of being passed by the present Senate, as well as by the House if once it comes up for consideration.

The Bartlett-Bacon Anti-Injunction bill, though quite radical enough to change the conspiracy laws and to permit and encourage boycotting, has its friends, just as when it was urged by radicals in the House under the influence of radicals in the ranks of organized labor because the Clayton Anti-Injunction bill had no teeth in it! Unfortunately, the vagary still persists that the injunction in industrial disputes has been used not as a necessary defense required to keep the business going, but as a means of "crushing labor."

#### COMMISSION ON INDUSTRIAL RELATIONS

The new Commission on Industrial Relations consists of nine members, three representatives of the public, three representatives of employers, and three representatives of "labor," and its duties, outlined by the act creating it, if they are to be attended to thoroughly, will evidently require that the commission should sit many years and should expend many hundreds of thousands of dollars more than the original appropriation. The representatives of "labor" in this commission are all representatives of organized labor, the representative employers are a manufacturer, a merchant and a railroad man, and the representatives of the public are well known for their sympathies with union labor or at least with the downtrodden. Thus, while it will be difficult for employers to take the work of the commission seriously, or indeed to do more than to decide to hold aloof from its deliberations as the easiest way, it is undoubtedly to be expected that employers generally, and

especially the manufacturers, will observe the investigations with a closer and closer attention, as indeed they must surely do if their interests as those of men who have the payroll to meet are to be safeguarded in the least.

As if the almost endless task put upon the commission by the act of Congress creating it were not enough, it has been proposed that its inquiries should be extended to include the fixing of uniform rates of wages for railroad employees throughout the country—"fixing," because it is apparently assumed that public opinion would require the railroads to pay these wages, whatever they were, if only some high Government authority were to give them out as the proper ones.

#### SEAMAN'S BILL

The so-called Seaman's bill, (La Follette's,) which has usually been described euphoniouly as intended to "abolish the involuntary servitude imposed upon seamen," went through the Senate so easily that opposition to it in the House committee is hardly to be regarded seriously, nor need it be expected that the so-called Masters and Mates' bill, which provides for licensed, (that is, union,) officers for vessels, should fail of passage when the majority leaders in the two branches conclude that they will make the measure a part of their programme.

#### MINIMUM WAGES BY FEDERAL LAW

It has been only natural that with minimum wage boards established or threatened in different States the lawmaker of national imagination should propose similar measures. One such bill provides that in no business "connected with or forming a part of interstate commerce or in the production or manufacturing of any article which is to become the subject of interstate commerce" shall a person be employed for more than a week of six days of eight hours each or at a wage of less than \$9 per week. Another bill would not only create a minimum wage commission in the District of Columbia, (and this might be done in the Territories, apparently,) but provide wage schedules for certain employments.

#### THE SHERMAN ACT

The demand for monopoly regulation, if not the demands of commerce, are likely very soon to work out in certain amendments to the Sherman anti-trust law. Needless to say, the representatives of organized labor will be on the spot in the committee rooms, in the lobbies—everywhere—demanding that one of the amendments comprise the immunity from prosecution of combinations of wage-earners in restraint of trade and, incidentally, and on account of their political strength, the immunity of associations of farmers, which must also be excused from obeying the law.

Naturally, the same leaders of the House and of the Senate—labor leaders on the inside and majority leaders—who formerly secured by the overwhelming vote of 107 to 67 the exemption of the labor unions and the farmers' unions from prosecution by means of that notorious item in the Sundry Civil Appropriation bill devoting \$300,000 to the purpose, will exert themselves to the utmost to amend the Sherman law substantively the moment the opportunity presents itself.

#### VOCATIONAL EDUCATION

The bill, once Senator Page's, but now very likely to be the Smith-Lever bill, providing for vocational education, has been practically stalled, but Senator Smith of Georgia intends to press it at the regular session, and if currency bills, anti-trust bills, and Mexican situations do not occupy too much of the time of the Administration and of Congress a constructive measure of this kind may be passed.

Senator Sutherland, Chairman of the Joint Commission of the two branches preparing the Federal Compensation bill, and almost passing it in the last session, believes that this important measure can be enacted by the present Congress. It still has the backing of the railroads, the only employers immediately concerned, and of one of the factions of organized labor. Many railroad men's organizations have opposed the bill, however.

#### INEFFICIENCY BY FORCE OF POLITICS

A doubly interesting phenomenon of the last year has been the effort of the Ordnance Bureau of the army to introduce efficiency methods into the Government arsenals, or into two of them, quietly. The Ordnance officers conceived the rather novel idea that though the Government was really the employer of the workmen in these Government shops it would, nevertheless, be the fair thing for the workmen to give value, or a fair proportion of it, for the wages that they received. So they began a series of time studies, just as it was inevitable that they should do if they desired to develop a greater efficiency on the part of some of the men, (and later, possibly, on the

part of all of them,) by first knowing who the less efficient were.

This effort to improve the efficiency of Government workmen, though attracting little notice, is startling in its political consequences, and that is why it is a doubly interesting phenomenon. If Government employees must not be efficient, then they may be less and less efficient, and in time nobody on the Government payroll would need be efficient at all, and the taxpayer would have his trouble for his pains if he undertook to make objection.

#### CERTAIN PATERNALISTIC ADVANCES

There are many evidences that organized labor achieves nearly all of its larger purposes in Washington. Not only do the better known of class labor measures pass without difficulty, though time is sometimes required for the work, less conspicuous though equally significant things seem to be even easier of accomplishment.

Organized labor secured the second-class mail privilege for its publications, though having subscription lists only "nominal." Despite previous rulings by the department, postal employees may organize and strike.

This brief resume of the facts relative to the so-called labor legislation enacted or proposed in Congress during the last year, significant as it might properly seem as a warning against similar undertakings in the coming year and in every year, appears doubly interesting because those facts point to the steady growth and power of the paternalistic and socialistic propaganda.

It is this tendency which accounts for the numerous minimum wage boards, or attempts at them; for the movement to put civil servants, mothers, men engaged in dangerous occupations, and many another group in time, no doubt, upon the public pension list, and, in general, for the effort to shoulder most reforms of whatever usefulness or uselessness upon the Government—as if by Federal law Government boards might fix wages and have them high, as also freight rates, for another illustration, and have them low, and otherwise make everybody happy by providing all the comforts without exertion, chief among them the convenience of getting along without work, which, after all, is the great penance. Not only is it apparently not foreseen that this socializing process must work out disadvantageously for all except the agitators, and possibly for them, but as one such departure establishes itself or partially establishes itself it becomes easier for the agitators to go in successfully for something else of the same kind.

#### HOW TO RESTORE EQUAL RIGHTS

It is no mere lamentation to say that manufacturers, employers, owners of property generally, respecters of property rights, lovers of equal opportunities for all, have to-day no rights which they also have the power to defend.

There is a way to defend them, unless it be admitted that a majority of American voters in any constituency where the one great issue is raised favor confiscation, force, class laws, inefficiency, incompetence, loafing, as against freedom in employment and work, safety for property, property rights, and equal opportunity under the law, industry, thrift, efficiency, happiness, and a measure of peace consistent with the restlessness of an advancing civilization.

First, the one great question must evidently be discussed openly with all comers, no matter who, no matter where. The general public seems so ignorant of the first principles involved in this revolutionary conflict that many wonder whether the advocates of the open shop really themselves understand why the open shop is correct industrially and is also moral; whether they realize at all that the public, as the voting population represents it, is to-day against them nearly everywhere; whether they comprehend how serious a business it is that the leaders of public thought (if thought it may be called) are numerous against them.

#### EMPLOYERS MUST LEAD THE WAY

It may truthfully be said, and surely it ought to be said, that evils for which capital is responsible exist in the present industrial situation, just as they have existed in previous situations, and have gradually been eliminated from them. There is no help for capital against the demand that these proper subjects for attack should be minimized; indeed it may confidently be said, and surely it ought to be said, that if capital, or the employers, or the property owners and business men, and the good citizenship of the country generally, were themselves to be the first to insist upon such a programme of real reform, the reform itself would come the quicker because reason would be used to effectuate it, and with it the sincerity of intelligent and honest men, who saw their faults and proposed to correct them of their own accord.

# Mining

## Conservation as the Coal Man Sees It

Wasteful Mining Methods Are Ascribed to Ruthless Competition Enforced by the Sherman Anti-Trust Law

\*CHARLES M. MODERWELL.

Considering the welfare of the human race, laws or economic systems which result in the waste of our coal supply are wrong in principle, and cannot be defended—and yet such theories and laws are accepted in the United States in the twentieth century.

I speak in behalf of the bituminous coal industry—and I know whereof I speak. This great industry, which produces the cheapest fuel in the world for the factories of the United States, is suffering because those engaged in it are not allowed to "co-operate," but must "compete." The result is that with an investment of almost a billion dollars and an annual production of 500,000,000 tons, the average return on the investment is only 2½ per cent. annually.

With a knowledge of conditions such as are described above, you will not be surprised to hear that the bituminous coal mining industry of this country is not conducted so as to best conserve the coal deposits. Because of inability to get a sufficient price for the product, the easily mined coal is left unmined. This coal, in most cases, will never be recovered, or if recovered, it will be at a tremendous cost.

### ENORMOUS WASTE

In Bulletin 47 of the United States Bureau of Mines, Dr. J. A. Holmes, Director of the Bureau, states:

During the past year (1911) in producing 500,000,000 tons of coal we wasted or left underground in such a condition that it will probably not be recovered in the future, 250,000,000 tons of coal. In a higher way, our mineral resources should be regarded as property to be held in trust with regard to both the present and future needs of the country. Neither human labor nor human agency has contributed to their intrinsic value, and whatever rights the individual may possess have been derived from the General Government. The Government does not surrender its right, and should not neglect its duty to safeguard the welfare of its future citizens by preventing the waste of these resources.

Admitting the duty of the Government to safeguard the coal deposits and to prevent waste, does it not follow that Government should permit such co-operation under regulation as will permit the coal operators to obtain a price for their product which in turn will permit them to save for future generations the coal measures now so ruthlessly wasted?

The industry for which I am speaking is one of which the public has, or should have, an interest. Next to agriculture it is the most important of all. It employs more than three-quarters of a million men, furnishes 65 per cent. of all the traffic for the railroads and has made possible the great industrial development of which we love to boast.

Intimately affecting as it does the lives and welfare of all our citizens it should receive at the hands of our lawmakers attention proportionate to its importance. And yet although approximately one-half the size of the agricultural industry, the United States spends only 1-24 as much for the mining industry as for agriculture, to say nothing of the same relative expenditures by State Governments.

### AN EXAMPLE

Let me show by an actual example the effect of the Sherman anti-trust law and similar laws of the various States.

During a time of unusual prosperity four coal mines were opened in a Western State and engaged in interstate trade. Of these, two belonged to large companies owning mines in different parts of the West, one belonging to a man independently rich, and the fourth was the sole property of a man who invested in it the savings of a lifetime. For a few years all prospered. Then came the panic of 1907 and hard times followed. The demand for coal was less than the capacity of the four mines, and the mines began to lose money. After enduring the loss for some time representatives of the mines met to agree upon a limitation of output and to cease their cut-throat competition. Because they wished to avoid any offense against the law, they called in a lawyer to advise them. The lawyer told them that to agree to apportion the territory supplied by these mines among the different producers, or to agree upon the output of each mine, would be illegal and would subject them to jail

sentences. He gave his opinion that the four mines could be merged into one company without violating the law, but none of the mines wished to do this. The mines owned by the large companies were covered by bond issues. The rich mine owner was able but not willing to sell. The poor mine owner acted as his own manager and could not afford to give up his salary. The four mines are still competing. No doubt the users of coal receive the benefit from this competition while it lasts, but it cannot last long. The companies are able to operate one mine at a loss during this enforced commercial war; the rich mine owner is suffering and the poor mine owner is being ground out of existence. When this takes place, the survivors will have a legal monopoly of the market and will hope to recoup their losses by raising the price of coal.

The example given above raises one of the fundamental problems of the "Trust Question." Does the public welfare demand that individuals shall be destroyed and monopoly created in the name of competition? Or is it better under such circumstances as are outlined that the Trade Commission shall be allowed to say whether or not an agreement such as the above mine owners attempted to make is in restraint of trade, or, whether it is or not, whether it seems to be in the interest of justice and the public welfare?

Do you wonder that the bituminous coal operators of the United States are seeking relief from conditions such as I have described? We are not seeking a monopoly, and by reason of the vast area of the coal deposits could not secure a monopoly if we would. But we do ask the right to make such agreements among ourselves, under regulations that will save to future generations the coal measures of the United States, and at the same time permit us to earn for ourselves a reasonable return on the capital invested. We are advised we cannot make such agreements as the law stands. More than forty years before the passage of the Sherman law the English Parliament repealed all laws against such trade agreements as were not monopolies or contrary to public policy. But by the passage of the Sherman act in 1890 we went back at one step to days of the stage coach and ox-cart as far as man-made laws are concerned, although, of course, the economic situation has not changed. Of all the commercial nations of the world, in the United States alone does this anomalous situation exist. In Germany and France the people encourage the syndicates which control their mining and sale of coal and the manufacture and sale of other commodities.

### A NEW BILL

Your organization, through its committees, has made a study of the workings of the so-called Sherman anti-trust law. Similar committees of the American Mining Congress have made a study of the law with the result that they have prepared a bill which is, in effect, a modification of the Sherman law. We believe that the bill in question is based upon sound principles, and not only is not inimical to the interests of the American public, but that those interests will be best served through the enactment of some such legislation as this bill provides.

Briefly, the bill calls for an Interstate Trade Commission, having powers and duties similar to those of the Interstate Commerce Commission, but with jurisdiction over industrial corporations only. This commission would have power to inquire into all kinds of agreements, contracts, &c., and to determine whether they are in violation of the Sherman act and whether they unlawfully restrict trade or tend to monopoly. Under this bill any corporation or individual may submit to the commission for its approval, any agreement it desires to make and the commission's approval of this agreement is to be final and conclusive as to all questions of fact, and also conclusive that such agreement is not in violation of the Sherman act and an unlawful restraint of trade.

Without going into further detail, the Interstate Trade Commission bill of the American Mining Congress is designed to permit business men to conduct their business in accordance with economic principles and yet live within the law. Is it too much to ask of the American public, as represented by their lawmakers that the business world be granted this right?

\*In an address before the National Civic Federation.

### The Metal Markets

NEW YORK.—The copper market was much more active last week than it had been for several months. Some of the large consumers made heavy purchases. It was reported that more copper was sold on Wednesday than in any other single day this year. With stocks so low, the effect of these large purchases was, as had been anticipated, to run the price up, and some of the

producers are now quoting electrolytic at 14½@14¢ cents. The market was very firm in tone at the close. The National Conduit and Cable Company says: "It is probable that manufacturers could get along quite comfortably for some time without adding heavily to their present stocks of copper. Judged by the way new business is coming in operations at domestic mills are much below capacity, and shipments on old orders are also on the decrease. New demand is consequently on a reduced scale, and as a result of the present business depression consumers are inclined to adopt a decidedly conservative policy. A larger volume of business is looked forward to during the first quarter of next year, when ordinary new requirements will necessitate freer purchases of copper. It is hoped that the present contraction in consumption may prove to be only a temporary halt in demand, but important market movements will depend upon what developments transpire within the next thirty days. At present there is no great stimulus to stock up liberally, but consuming interests will not fail to recognize a change in conditions when it arrives, and which may introduce more encouraging features into the situation. There must be a better basis for confidence and more settled market conditions before the impulse to buy on a large scale exists."

In explanation of the recent weakness of the market The London Times says: "There are several concurrent circumstances to which reference may be made. The first is the marked change in industrial conditions in the United States, which has been accompanied by a falling off in orders and a reduction in the consumption of copper, estimated at 20 per cent. This condition of affairs had the effect of breaking down the disinclination to market the metal which had previously been shown by producers, and the competition to sell which ensued caused a downward movement for standard as well as refined description. The latest tendency suggests that the market is about to experience a change."

### BAR SILVER PRICES.

	London, New York.
	(Pence.) (Cents.)
Saturday, Dec. 20 .....	26 13-16 58
Monday, Dec. 22 .....	26 13-16 57½
Tuesday, Dec. 23 .....	26 13-16 57½
Wednesday, Dec. 24 .....	26 11-16 57½
Thursday, Dec. 25 .....	26 11-16 57½
Friday, Dec. 26 .....	26 11-16 57½
Saturday, Dec. 27 .....	26 11-16 57½

### Mines and Companies

ALASKA.—Alaska as a copper producer will this year fall behind 1912, as indicated by shipments of 20,663,142 pounds during the eleven months up to Dec. 1, against 26,890,752 pounds in the corresponding period of last year. Comparative figures show the extent to which Alaska has contributed to the production in the United States:

	1913.	1912.	1911.
	Pounds.	Pounds.	Pounds.
January .....	1,688,328	3,701,016	.....
February .....	690,250	2,802,261	.....
March .....	472,236	4,987,916	.....
April .....	1,730,252	1,243,911	.....
May .....	1,771,508	1,720,291	3,092,000
June .....	2,203,191	4,134,569	1,773,300
July .....	2,705,136	2,224,441	4,678,637
August .....	1,817,785	1,242,836	2,065,630
September .....	2,239,216	1,726,715	2,807,240
October .....	1,951,883	1,435,235	2,704,802
November .....	3,391,300	1,671,267	1,274,655
11 months .....	20,663,142	26,890,752	18,426,324
December .....	3,766,029	4,995,008	.....
Year .....	24,429,171	31,885,760	23,421,322

The Bonanza mine, owned by the Guggenheim-Morgan-Kuhn, Loeb syndicate, has been the chief producer. This year the Kennecott Mines Company, owning the property, has declared a single dividend of \$1,000,000, paid last April. The Mother Lode Mines Company, with property adjoining the Bonanza, has started to sled some high-grade ore, assaying over 60 per cent. copper, to the railroad for shipment to the Tacoma smelter.—Boston News Bureau.

ANACONDA.—Has declared a regular quarterly dividend of 75 cents a share, payable Jan. 14 to stock of record Jan. 3.

The company's dividend record follows:

	1914.	1905.	1906.
1914 .....	\$3.75	.....	\$2.00
1913 .....	3.00	1904 .....	1.00
1912 .....	2.25	1903 .....	1.00
1911 .....	2.00	1902 .....	1.00
1910 .....	2.00	1901 .....	3.25
1909 .....	2.00	1900 .....	4.00
1908 .....	2.00	1899 .....	3.50
1907 .....	3.50	1898-1895 .....	6.65
1906 .....	4.87½	.....	.....

\*Present declaration.

CALUMET AND ARIZONA-SUPERIOR AND PITTSBURGH.—Combined production for the month of November was 4,600,000 pounds of blister copper.

MICHIGAN MINERAL OUTPUT.—Michigan holds sixth place among the States in the value of its mineral production, with an output in 1912 valued at \$80,062,486, according to the United States Geological Survey, its prominence being due to its great wealth in copper and iron. Ranking second only to Minnesota in the production of iron ore, it is third in the production of copper, being exceeded only by Arizona and Montana. It also stands first in the production of salt, bromine, calcium, chloride, graphite, and sand-lime brick. In 1911 Michigan's production of iron ore was 8,945,103 long tons, valued at \$23,810,710, and in 1912 it increased to 12,717,468 long tons, valued at \$29,003,163. The production of copper in Michigan, the value of which in the last two years has exceeded that of the output of iron ore, amounted in 1912 to 218,138,408 pounds, valued at \$135,992,837, a decrease in quantity but an increase in value of over \$8,000,000. The value of the copper produced was 45 per cent. of the value of the State's total mineral output, and the quantity produced was 17 per cent. of the total for the United States.

OHIO COPPER COMPANY.—November profits were \$20,000, against \$20,500 in October. Net after charges showed but little change at \$13,500. Production last month totaled 798,000 pounds of copper, thereby estab-



ishing a new high record. Tons treated were 66,424, against 66,000 tons in the preceding month. Ore averaged slightly better at 1.105 per cent. copper. Mining costs for the month were practically unchanged at 96.32 cents per ton, divided: Mining, 28.76 cents; milling, 51.52 cents; transportation, 16.04 cents.

RAY CONSOLIDATED.—November output was 4,900,904 pounds, compared with 4,871,566 pounds in October. Comparison follows:

	1913.	1912.	1911.
First six months.....	25,772,090	16,075,017	2,463,153
July.....	4,097,000	3,105,165	1,778,025
August.....	4,401,566	3,055,490	1,929,561
September.....	4,470,551	3,135,163	1,944,989
October.....	4,871,596	3,582,900	2,173,487
November.....	4,900,904	3,370,000	2,600,000
Total.....	48,512,767	32,323,735	12,889,215

SOUTH UTAH MINES AND SMELTERS.—Produced in November 232,033 pounds of copper from 13,065 tons of ore averaging 1.51 per cent. copper. The mill secured an extraction of 90.96 per cent., which was less than in the previous month. Ratio of concentration was 11.73 tons into one.

TEXAS OIL PRODUCTION.—Since the sensational oil strike at Beaumont in 1901 petroleum has had first place in the mineral production of Texas, the value of the oil output in 1912 constituting more than one-third of the total mineral production of the State. The production increased from 9,526,474 barrels valued at \$6,551,552, in 1911, to 11,755,057 barrels, valued at \$8,852,713, in 1912, according to figures compiled by the United States Geological Survey in co-operation with the Texas Bureau of Economic Geology. The increase was derived almost altogether from the Electra field in the northern part of the State, where a large amount of development work and "wildcatting" was carried on during the year.

TONOPAH.—Production in the week ended Dec. 19 was as follows: Tonopah Belmont 3,361 tons, Tonopah Mining 2,800 tons, Tonopah Extension 1,235 tons, West End 1,236 tons, Montana-Tonopah 1,103 tons, McNameara 546 tons, Jim Butler, 450 tons, Merger 100 tons, North Star 100 tons, and Midway 50 tons, making the total production for the week 20,381 tons, the estimated value being \$262,940. This valuation is based on the gross milling value of the ore.

TONOPAH BELMONT.—Reports for November: Number dry tons milled..... 14,825  
Net value of ore..... \$296,618.43  
Number ounces gold bullion produced..... 3,651,904  
Number ounces silver bullion produced..... 339,882.42  
Net profit..... \$161,387.73

TONOPAH MINING COMPANY.—Reports for November: Number dry tons milled..... 12,011  
Average value per ton..... \$20.70  
Ounces gold and silver bullion shipped..... 223,725  
Total value of bullion..... \$173,650  
Number tons concentrates shipped..... 112  
Total value of concentrates..... \$47,125  
Net profit..... \$137,470

UTAH COPPER.—Output for November was 11,121,068 pounds, compared with 10,236,575 pounds in October. Comparison follows:

	1913.	1912.	1911.	1910.
First six months.....	55,089,969	53,307,379	45,768,521	43,738,341
July.....	9,849,043	11,100,034	7,555,407	8,677,851
August.....	10,620,981	11,841,044	9,010,669	7,440,035
September.....	11,817,428	6,965,144	9,285,381	7,077,035
October.....	10,236,675	2,128,792	8,660,729	7,582,219
November.....	11,121,068	4,802,544	9,117,961	7,469,515

Total 11 mos. 109,315,154 90,204,937 89,306,668 81,984,936

## Mining Stocks

Transactions and the range of prices for mining stocks on the various markets last week were as follows:

Stock.	Market.	Sales.	High.	Low.	Last.
ADVENTURE.....	Boston	5	1 1/4	1 1/4	1 1/4
Ahmeek.....	Boston	28	270	265	270
Alaska.....	Boston	5,765	22	21	21 1/2
Algonah.....	Boston	5	.90	.90	.90
Allouez.....	Boston	890	57 1/2	54 1/2	57
Amalgamated.....	Boston	7,091	75 1/2	70 1/2	74 1/2
Amalgamated.....	Philadelphia	30	72 1/2	71 1/2	72 1/2
Am. Smelting pf., Philadelphia		4	90 1/2	90 1/2	90 1/2
Am. Smelting.....	Philadelphia	20	64 1/2	64 1/2	64 1/2
Anaconda.....	Boston	495	35 1/2	33 1/2	35 1/2
Arizona Commercial.....	Boston	2,715	4 1/2	4	4 1/2
BEAVER.....	Toronto	2,000	30 1/2	30 1/2	30 1/2
Beaver.....	Toronto Mine	1,800	.31	.30 1/2	.31
Beck Tunnel.....	Salt Lake	1,700	.05	.05	.05
Big Dome.....	Toronto Mine	270	15.35	14.80	14.80
Bingham Mines.....	Boston Curb	27	4 1/2	4 1/2	4 1/2
Bingham Amal.....	Salt Lake	300	.04	.04	.04
Black Jack.....	Salt Lake	2,000	.07 1/2	.06 1/2	.06 1/2
Bohemian.....	Boston Curb	20	1 1/4	1 1/4	1 1/4
Bonanza.....	Boston	1,300	.70	.62	.70
Boston & Corbin.....	Boston	50	.45	.45	.45
Boston Ely.....	Boston Curb	1,960	.48	.40	.45
British Col. Cop.....	Boston Curb	300	2 1/2	2 1/2	2 1/2
Buffalo Mines.....	Boston Curb	120	2 1 1/2-16	1 15-16	1 15-16
Buffalo Mines.....	Toronto	100	1.85	1.85	1.85
Buffalo Mines.....	Toronto Mine	1,960	1.87	1.80	1.80
Butte & Balaklava.....	Boston	570	3 1/2	3 1/2	3 1/2
Butte & London.....	Boston Curb	900	.32	.30	.31
Butte & Superior.....	Boston	8,285	32 1/2	30	31 1/2
CALAVERAS.....	Boston Curb	900	15-16	1 1-16	1 1/4
Calumet & Arizona.....	Boston	1,749	.64	.62 1/2	.63 1/2
Calumet & Hecla.....	Boston	34	420	405	416
Cal Hill.....	Los Angeles	16,000	2 1/2	2 1/2	2 1/2
Cal. & Cor.....	Boston Curb	2,600	.17	.13	.15
Caribou.....	Boston Curb	450	.70	.68	.68
Cedar Tallman.....	Salt Lake	1,000	.00 1/2	.00 1/2	.00 1/2
Centennial.....	Boston	415	15 1/2	13 1/2	15 1/2
Chambers Ferland.....	Toronto	8,000	.10	.16	.14
Chambers Ferland.....	Tor. Mine	2,000	.15 1/2	.15 1/2	.15 1/2
Chief con.....	Boston Curb	475	1 1/2	1 1/2	1 1/2
Chino.....	Boston	445	39 1/2	38	39 1/2
Cobalt Lake.....	Tor. Mine	200	51 1/2	51 1/2	51 1/2

Stock.	Market.	Sales.	High.	Low.	Last.
Colorado.....	Salt Lake	1,400	.11 1/2	.11	.11 1/2
Coniagas.....	Toronto	585	7.20	7.20	7.20
Con. Mines.....	Los Ang.	18,000	4 1/2	4 1/2	4 1/2
Con. Smelters.....	Toronto	71	8 1/2	8 1/2	8 1/2
Copper Range.....	Boston	1,760	37	34	37
Corbin Copper.....	Boston Curb	645	1 1/2	1 1/4	1 1/2
Crown Point.....	Salt Lake	1,000	.00 1/2	.00 1/2	.00 1/2
Crown Reserve.....	Toronto	1,300	1.72	1.70	1.72
Crown Reserve.....	Tor. Mine	930	1.75	1.71	1.72
Crown Reserve.....	Montreal	1,380	1.72	1.70	1.71
DALY.....	Salt Lake	278	1.20	1.20	1.20
Davis-Daly.....	Boston Curb	2,150	2	1 1/2	1 15-16
Dome Ext.....	Tor. Mine	500	.07	.07	.07
Dome Lake.....	Tor. Mine	13,800	.24 1/2	.23	.23
EAGLE BLUEBELL.....	Bos. C'b	380	1.00	.98	.98
East Butte.....	Tor. Mine	1,768	12	11	11 1/2
Elkton.....	Col. Sigs.	3,500	.52	.52	.52
FIRST NAT.....	Boston Curb	1,635	3 1/2	2 1/2	3 1/2
Foley-O'Brien.....	Tor. Mine	125	18	17	18
Foster Cobalt.....	Tor. Mine	1,700	7 1/4	7	7 1/4
Franklin.....	Boston	480	3	2 1/2	3
GOLD CHAIN.....	Salt Lake	500	.18	.18	.18
Gould.....	Toronto	2,000	.02 1/2	.02 1/2	.02 1/2
Gould.....	Tor. Mine	1,200	.03	.02 1/2	.03
Granby.....	Boston	818	7 1/4	7 1/4	7 1/4
Granite Bi-Metal.....	St. Louis	1,380	31 1/4	25	25
Grand Central.....	Salt Lake	1,100	.88	.84	.85
Great Northern.....	Toronto M.	14,500	.10	.09	.09
Greene-Canaan.....	Boson	276	30	29 1/2	29 1/2
Greene-Meehan.....	Toronto M.	6,000	.01 1/2	.01 1/2	.01 1/2
Greene-Meehan.....	Toronto	500	.01	.01	.01
HANCOCK.....	Boston	110	17	15	17
Hollinger.....	Montreal	55	17.50	17.10	17.50
Hollinger.....	Tor. Mine	40	16.95	16.95	16.95
Houghton.....	Boston Curb	100	2 1/2	2 1/2	2 1/2
INDIANA.....	Boston Curb	55	4 1/2	4 1/2	4 1/2
Inspiration.....	Boston Curb	100	15 1/2	15 1/2	15 1/2
Iron Blossom.....	Salt Lake	2,385	1.17 1/2	1.15	1.17 1/2
Island Creek.....	Boston	87	49 1/2	47	49
Island Creek pf.....	Boston	28	80 1/2	80	80 1/2
Isle Royale.....	Boston	645	29 1/2	19	29
JUPITER.....	Toronto	280	.07	.07	.07
Jupiter.....	Toronto Mine	6,600	.07	.06 1/2	.06 1/2
KERR LAKE.....	Boston	240	4 1/2	4-16	4 1/2
Kerr Lake.....	Toronto Mine	230	4.50	4.37	4.46
Keweenaw.....	Boston	25	2 1/2	2 1/2	2 1/2
King William.....	Salt Lake	4,600	.03 1/2	.03	.03
LAKE COPPER.....	Boston	1,225	8	7	7 1/2
La Rose.....	Boston Curb	970	2-1-16	2	2-1-16
La Rose.....	Toronto	300	2.00	1.95	2.00
La Rose.....	Toronto Mine	500	2.00	1.99	2.00
La Salle.....	Boston	410	3 1/2	3 1/2	3 1/2
Lehigh Tintic.....	Salt Lake	4,000	.00 1/2	.00 1/2	.00 1/2
Little Bell.....	Salt Lake	100	.10	.10	.10
Lower Mammoth.....	Salt Lake	9,500	.01 1/2	.01 1/2	.01 1/2
McINTYRE.....	Toronto Mine	150	1.55	1.55	1.55
McKinley Darragh.....	Bost. Curb	500	11-16	1	11-16
McKinley Darragh.....	Tor. Mine	2,300	1.02	1.00	1.00
Majestic.....	Boston Curb	2,000	.24	.22	.22
Mason Valley.....	Boston	200	3 1/2	3 1/2	3 1/2
Mass. Con.....	Boston	165	2 1/2	2 1/2	2 1/2
Mayflower.....	Boston	380	7 1/2	7 1/2	7 1/2
Mex. Metals.....	Boston Curb	3,800	.39	.30	.30
Miami.....	Boston	210	2 1/2	2 1/2	2 1/2
Michigan.....	Boston	100	1	1	1
Mohawk.....	Boston	190	45	41 1/2	45 1/2
Mtn. Lake.....	Salt Lake	1,000	.01	.01	.01
NEVADA CONS.....	Bost. Curb	425	15 1/2	14 1/2	15 1/2
Nevada Douglass.....	Bost. Curb	2,265	1 1/2	13-16	1 1/2
New Arcadian.....	Boston	300	2	1 1/2	2
New Baltic.....	Bost. Curb	160	.90	.90	.75
Nipissing.....	Boston	271	81-16	70	81-16
Nipissing.....	Toronto Mine	200	7.90	7.83	7.90
North Butte.....	Boston	5,967	29	27 1/2	28 1/2
North Exp.....	Toronto Mine	100	1.25	1.25	1.25
North Lake.....	Boston	280	1 1/2	1 1/2	1 1/2
OHIO COPPER.....	Boston Curb	100	.46	.46	.46
Old Colony Mine.....	Boston	552	4 1/2	4	4 1/2
Old Dominion.....	Boston	1,210	51 1/2	49 1/2	51 1/2
Old Dom. tr. rets.....	Bos. Curb	329	5 1/2	5 1/2	5 1/2
Oneco.....	Boston Curb	10	.85	.85	.85
Osceola.....	Boston	253	78	72	77
PEARL LAKE.....	Toronto	1,000	.09 1/2	.09 1/2	.09 1/2
Pearl Lake.....	Toronto Mine	15,950	.00 1/2	.00 1/2	.00 1/2
Peterson Lake.....	Toronto	200	.25	.25	.25
Peterson Lake.....	Toronto Mine	43,800	.20 1/2	.25	.25
Pilot.....	Boston Curb	100	.6 1/2	.6 1/2	.6 1/2
Plutus.....	Salt Lake City	1,000	.05 1/2	.05 1/2	.05 1/2
Pond Creek.....	Boston	445	19 1/2	18 1/2	19 1/2
Pond Creek 68.....	Toronto	\$4,000	107	104	107
Porcupine Crown.....	Toronto	11,000	1.25	1.25	1.25
Porcupine Crown.....	Toronto M.	650	1.30	1.25	1.25
Porcupine Crown.....	Montreal	500	1.23	1.23	1.24
Porcupine Gold.....	Toronto M.	1,000	.10 1/2	.10 1/2	.10 1/2
Portland.....	Colorado Springs	1,000	1.02	1.02	1.02
Prince con.....	Salt Lake City	2,000	.22	.19	.20
QUINCY.....	Boston	17	59	56	59
RAY CON.....	Boston	225	18 1/2	18	18 1/2
ST. MARY'S LAND.....	Boston	715	32 1/2	32 1/2	32 1/2
Santa Fe.....	Boston	325	2	1 1/2	1 1/2
Shannon.....	Boston	285	6	5 1/2	6
Shattuck & Arizona.....	Boston	300	28 1/2	26 1/2	27 1/2
Silver King Con.....	Salt Lake	100	1.40	1.40	1.40
Silver Leaf.....	Toronto Mine	1,000	.02 1/2	.02 1/2	.02 1/2
Sioux Con.....	Salt Lake	700	.03	.03	.03
Smoky Dev.....	Boston Curb	1,780	1 1/2	.75	1
South Lake.....	Boston Curb	136	5	4 1/2	5
Superior Copper.....	Boston	929	27 1/2	24	27 1/2
Superior & Boston.....	Boston	1,113	2 1/2	2 11-16	2 1/2
Swastika.....	Toronto Mine	32,100	.05	.04	.04 1/2
TAMARACK.....	Boston	371	31 1/2	29 1/2	30 1/2
Temiskaming.....	Boston Curb	100	.13	.13	.13
Temiskaming.....	Toronto Mine	2,000	.14	.13	.13
Tintic Central.....	Salt Lake	4,000	.00 1/2	.00 1/2	.00 1/2
Tonopah Belmont.....	Phila.	1,584	7 1/2	7 1/2	7 1/2
Tonopah Extension.....	Pitts.	1,425	1.00	1.45	1.00
Tonopah Mining.....	Boston Curb	350	.6 1/2	.6 1/2	.6 1/2
Tonopah Mining.....	Phila.	11,838	7-1-16	.75	7-1-16
Trinity.....	Boston	190	4 1/2	4	4 1/2
Tuolumne.....	Boston	1,110	.57	.50	.55
UNCLE SAM.....	Salt Lake	500	.05	.05	.05
Union Chief.....	Salt Lake	1,000	.01	.01	.01
U. S. Smelt. & Refg.....	Boston	3,465	42	38 1/2	41 1/2
U. S. Smelt. & Refg. pf.....	Bost.	708	48 1/2	47 1/2	48 1/2
United Verde.....	Boston Curb	260	49	45	45
United Tintic.....	Salt Lake	22,000	.00 1/2	.00 1/2	.00 1/2
Utah con.....	Boston	225	9	8 1/2	9
Utah con.....	Salt Lake	3,000	.00 1/2	.00 1/2	.00 1/2
Utah Copper.....	Boston	225	.51 1/2	.48 1/2	.51 1/2

# Utilities

## How England Hampers Its Municipal Utilities

They Have Not the Freedom of Private Corporations in Extending Business With Profitable By-Products

The Electric World.

For years it has been the practice of the English Government to set apart enterprises which municipalities are free to carry on for the benefit of the community. "Municipal trading," as it is compendiously called, has thus become a feature of English life, and among the industries which have been much favored by the attention of town councils and other local bodies electric lighting and traction are by no means the least prominent. It is safe to say that in most English towns where electricity is used for lighting the plant is run by the Borough Council or Corporation, while so far as traction is concerned most of the electric railways are in the hands of local authorities.

The reasons and arguments which led the English Government to favor municipal as against private control are comparatively simple. It was thought that as cheap light and traction are essential to the well-being of every citizen there should be no monopoly in their use, and that whatever profit should be made ought to be devoted to the reduction of local taxes and not to the enrichment of individuals. Thus when a large profit was made on the year's operation of a municipal electrical undertaking it was thought that the money could be used to reduce the taxes or to reduce the price per kilowatt hour or per ride.

To sum up the whole matter, a municipality goes into business under certain restrictions which are clearly and exhaustively defined by act of Parliament. If it has power to run electric railways on the overhead system, it cannot, without fresh authority from the English Parliament, adopt the underground system. If it finds the competition of motor buses exigent, it cannot scrap its plant and start business on new lines. Again, if an English corporation has power to supply electric light it cannot supply lighting fixtures without special dispensation. In these circumstances, hampered at every turn, it cannot make a profit; and unless a business can be run at a profit it is an elementary principle of political economy that it cannot be run at all.

It is now many years since it was strenuously urged by the politicians—municipal and other—that street locomotion was eminently fitted to be controlled and owned by the taxpayers. As a result municipal electric railways are to be found in many parts of the country. In some places, no doubt, the railway is still, on paper, a self-supporting institution. If not making large sums of money, the Town Councilors in many cities are able to show a reasonable profit. But what about repairs and renewals? How large is the scrap heap at the tramway depot? What is the state of the track? Are the flanges of the wheels as good as they were?

The truth is, of course, that when a kind of limited monopoly was conferred upon the local authority that body, content generally with the magic word "monopoly," asked for—and got—nothing more. To take an illustration: When the London County Council obtained railway powers the motor bus was not thought of. Many—perhaps most—of those who held power in the County Council thought that the last word had been said in the solution of the problem of street traffic. It did not concern the Parliament of London that other vehicles might run in competition with their rolling stock. Events have proved that the views so held were fallacious and that the monopoly which was so proudly vaunted by the first local authority in England could not hardly be sold in the market.

There is one aspect of the failure of this form of municipal trading in London which appeals forcibly to those who, in their business as engineers, have often been harassed by the tax collector. The London County Council levies taxes with no sparing hand. And, strange to say, through the glaring imperfections of the English taxing system it cannot collect taxes on any adequate scale from the omnibus companies which cover the streets with their cars. Machinery in a factory or mill is for all practical purposes taxable, but a gasoline engine in a motor bus adds practically nothing to the taxes.

The result has been that in many parts of England people are coming to the conclusion that the best course for the municipal trader would be to

acquire parliamentary power to sell out and thereby eliminate his loss. The private electric railway or lighting company, stimulated by certain restrictions as to minimum fares and meter rents, can do all that is required by the public. If the Directors of a railway company find it is impossible to cope with the increasing needs of the public by railways alone, they are at liberty to supplement the service with motor buses. This is merely one example of the manner in which private enterprise can undertake what is practically impossible for municipal enterprise.

## PUBLIC UTILITIES NEWS

AMERICAN POWER & LIGHT CO.—Earnings of subsidiaries for November and twelve months were as follows:

	1913.	1912.	Amt. P.C.
Gross earnings	\$563,020	\$187,124	\$76,492 16
Net earnings	263,727	225,136	28,591 17
Twelve months ended Nov. 30:			
Gross earnings	5,890,743	5,347,913	482,820 9
Net earnings	2,647,333	2,386,598	260,735 11

BRAZILIAN TRACTION, LIGHT AND POWER COMPANY, LTD., for November—

	1913.	1912.	Increase.
Total gross earnings	\$1,959,267	\$1,773,623	\$185,644
Operating expenses	856,150	767,352	88,807
Net earnings	1,103,108	1,006,271	96,837
Aggregate gross earnings			
from Jan. 1	21,537,429	18,728,477	2,808,952
Aggregate net earnings			
from Jan. 1	11,675,186	10,193,146	1,482,040

CANTON ELECTRIC COMPANY—

	1913.	1912.	Increase.
November—			
Gross earnings	\$12,697	\$9,900	\$2,797
Net earnings	29,581	4,122	25,459
Surplus after charges	15,303	3,543	11,760
Twelve months—			
Gross earnings	407,728	351,613	56,115
Net earnings	204,617	32,684	171,933
Surplus after charges	143,953	28,861	115,092

CENTRAL AND SOUTH AMERICAN TELEGRAPH COMPANY.—Reports for the quarter ended Dec. 31 partly estimated—

	1913.	Increase.
Gross earnings	\$415,310	\$27,816
Net earnings	267,316	28,316
Total surplus	3,388,152	342,088

CONY ISLAND & BROOKLYN R. R. T.—The Public Service Commission has authorized the Brooklyn Rapid Transit to purchase at 25¢ of the outstanding 29,829 shares of the Coney Island & Brooklyn Railroad.

FORT WORTH POWER AND LIGHT—

	1913.	1912.	Increase.
November gross	\$66,798	\$49,438	\$17,360
Net after taxes	36,373	25,283	11,090
Surplus after charges	29,460	19,662	9,798
Twelve months gross	648,970	504,060	144,910
Net after taxes	378,715	246,123	132,592
Surplus after charges	298,088	185,727	112,361
Balance after pf. divs.	246,180	142,327	103,853

GALVESTON-HOUSTON ELECTRIC.—The company gives notice that the right to convert the 6 per cent. notes due April 1, 1914, expires Jan. 1, 1914, and all notes not converted by that time will be treated as non-convertible until maturity. The notes are convertible into common stock of the company on the basis of ten shares of stock for each thousand-dollar note at the State Street Trust Company, with a cash adjustment of accrued interest and dividend at the time of conversion.

GRAND RAPIDS RAILWAY COMPANY.—

	1913.	1912.	Increase.
November gross	\$100,791	\$100,776	\$15
Net after taxes	35,370	41,893	\$6,523
Surplus after charges	23,583	27,530	\$3,947
Twelve months gross	1,279,595	1,235,219	44,376
Net after taxes	489,026	540,431	\$51,405
Surplus after charges	320,563	364,901	\$44,338
Balance after preferred divs.	246,563	280,901	\$34,338

HAVANA ELECTRIC RAILWAY, LIGHT AND POWER COMPANY.—Gross earnings, third week in November, \$54,324; increase, \$4,126. Jan. 1 to Dec. 31, \$749,328; increase, \$251,156 over same period in 1912.

INTERBOROUGH RAPID TRANSIT—

	1913.	1912.	1911.
November gross	\$2,821,495	\$2,811,522	\$2,600,886
Net after taxes	1,006,613	1,539,835	1,471,962
Other income	43,834	34,899	33,296
Total income	1,050,447	1,574,734	1,505,258
Surplus after charges	742,584	656,672	582,201
Passengers carried	55,146,719	54,922,522	52,347,578
Five months gross	12,963,723	12,774,341	12,005,825
Net after taxes	6,910,976	6,541,834	5,977,094
Other income	272,668	100,596	156,154
Total income	7,183,645	6,702,430	6,133,848
Surplus after chgs.	2,428,000	2,107,058	1,586,823
Passengers carried	252,880,412	248,971,036	233,091,277

LEWISTON, AUGUSTA & WATERVILLE STREET RAILWAY—

	1913.	1912.	Increase.
November gross	\$51,794	\$47,844	\$3,950
Net after taxes	16,959	16,633	326
Surplus after charges	1,621	2,223	602
Twelve months gross	672,493	615,746	56,747
Net after taxes	249,600	228,077	21,523
Surplus after charges	70,972	54,056	16,916
Balance after pf. dividends	34,972	18,956	16,016

MARION LIGHT AND HEATING COMPANY for November—

	1913.	Increase.
Gross earnings	\$24,735	\$2,514
Net earnings	12,331	1,974

Surplus after charges	8,517	1,663
Twelve months:		
Gross earnings	252,196	20,142
Net earnings	116,208	23,888
Surplus after charges	70,696	22,183

MASSACHUSETTS LIGHTING COMPANIES.—The several gas and electric properties of the Massachusetts Lighting companies report as follows:

	1913.	1912.	Increase.
November net sales	\$97,514	\$95,167	\$2,347
Five months net sales	442,104	419,291	22,812

MEXICAN TELEGRAPH COMPANY.—The company reports for the quarter ended Dec. 31 partly estimated:

	1913.	Increase.
Gross earnings	\$265,000	\$81,000
Net earnings	227,000	55,500
Total income	265,658	58,798
Deduct Mexican Government's propn.	19,000	8,000
Net income	246,658	51,798
Total surplus	3,878,900	334,166

MICHIGAN STATE TELEPHONE.—General Manager Von Schlegel of the Michigan State Telephone Company says: "Only the western part of Michigan will benefit by competition. The order of dissolution accepted by the American Telephone and Telegraph Company will not make any difference to the Michigan State Telephone Company in the Detroit district or in Eastern Michigan because the company already has contracts with all independent long-distance lines as the result of a merger with the Home Telephone Company."

MONONGAHELA VALLEY TRACTION COMPANY

	1913.	1912.	1911.	1910.
Gross earnings	\$83,633.13	\$70,714.61	\$63,002.80	\$52,689.44
Operating exp.	32,294.54	25,995.19	25,420.00	19,817.13
Net earnings	51,348.59	44,719.42	37,582.80	32,872.31
Fixed chgs., tax. & in.	25,781.86	24,767.63	17,484.68	12,965.14
Net surplus	25,566.73	19,951.79	20,098.21	19,887.17

	1913.	1912.	1911.	1910.
Gross earnings	\$72,470.84	\$76,164.95	\$74,641.59	\$57,183.90
Op. expenses	312,446.38	306,324.43	239,862.03	196,649.15
Net earnings	560,024.46	469,839.52	434,779.56	391,534.15
Fixed chgs., tax. & in.	271,873.96	236,323.55	181,147.41	136,358.60
Net surplus	288,150.50	233,516.97	253,632.15	255,175.55

MUNCIE ELECTRIC LIGHT COMPANY.—

	1913.	Increase.
November—		
Gross earnings	\$42,948	\$3,910
Net earnings	22,548	1,636
Surplus after charges	15,411	1,433
Twelve months—		
Gross earnings	452,325	70,397
Net earnings	188,774	27,729
Surplus after charges	191,335	14,463

READING TRANSIT AND LIGHT COMPANY.—Application of the Reading Transit and Light Company for authority to increase its funded debt to \$50,000,000 is to provide a bond issue large enough to take care of financing for a number of years. The present funded debt of the company, amounting to \$750,000 ten-year 6 per cent. debentures, all of which is owned by the Eastern Power and Light Company, will be retired.

ROCKFORD ELECTRIC COMPANY.—

	1913.	Increase.
November—		
Gross earnings	\$44,453	\$2,945
Net earnings	25,008	1,777
Surplus after charges	17,362	1,482
Twelve months—		
Gross earnings	457,796	44,006
Net earnings	229,046	30,140
Surplus after charges	142,975	37,311

ST. JOSEPH RAILWAY, LIGHT, HEAT AND POWER.—

	1913.	1912.	Increase.
November gross	\$110,092	\$100,787	\$9,305
Net after taxes	59,214	46,292	12,922
Surplus after charges	28,063	23,582	4,481
Twelve months gross	1,245,949	1,170,296	75,653
Net after taxes	536,698	502,750	33,948
Surplus after charges	295,817	285,082	10,735
*Balance after pf. divs.	217,817	188,092	29,725

\*Equivalent to 6 1/2 per cent. on common stock.

SCRANTON ELECTRIC COMPANY.—

	1913.	Increase.
November—		
Gross earnings	\$95,175	\$21,281
Net earnings	65,814	20,051
Surplus after charges	47,729	15,090
Twelve months—		
Gross earnings	910,013	111,841
Net earnings	558,424	114,423
Surplus after charges	383,172	68,940

TEXAS POWER AND LIGHT.—

	1913.	1912.	Increase.
November gross	\$134,081	\$100,092	\$33,989
Net after taxes	47,220	43,249	3,971
Surplus after charges	25,091	31,210	\$6,119
Twelve months gross	1,162,745	984,636	178,109
Net after taxes	436,019	407,513	28,506
Surplus after charges	239,815	200,806	39,009
Balance after preferred divs.	129,365	236,440	\$126,875

WESTERN POWER COMPANY.—The company reports for the nine months ended Sept. 30 last:

	1913.	Increase.
Gross earnings	\$1,993,095	\$244,557
Net after taxes	1,305,577	232,394
Surplus	590,083	425,935

WHEELING ELECTRIC COMPANY.—

	1913.	Increase.
November—		
Gross earnings	\$29,586	\$4,148
Net earnings	15,885	3,407
Surplus after charges	9,951	2,484
Twelve Months—		
Gross earnings	308,018	51,400
Net earnings	146,455	20,910
Surplus after charges	79,772	16,284



## Utilities Securities

Transactions and range of quotations for various public utilities securities on other than the New York markets last week were as follows:

Stock.	Market.	Sales.	High.	Low.	Last.
AM. CITIES.....New Orleans	20	25 1/2	25 1/2	25 1/2	25 1/2
Am. Cities pf.....New Orleans	129	64	63 1/2	63 1/2	63 1/2
Am. Gas & S. 5s.....Phila.	\$2,000	90 1/2	90 1/2	90 1/2	90 1/2
Am. Gas & S. 5s, small Phila.	\$3,000	83	82 1/2	82 1/2	82 1/2
Am. Gas & E. 5s, small Phila.	\$700	82 1/2	82 1/2	82 1/2	82 1/2
Am. Railways.....Philadelphia	98	38 1/2	38	38 1/2	38 1/2
Am. Railways pf.....Philadelphia	55	101	101	101	101
Am. Tel. & Tel.....Boston	5,361	123 1/2	123 1/2	123 1/2	123 1/2
Am. Tel. & Tel.....Chicago	150	123 1/2	122	123 1/2	123 1/2
Am. Tel. & Tel.....Philadelphia	10	122 1/2	122 1/2	122 1/2	122 1/2
Am. Tel. & Tel. 4s.....Boston	\$37,000	85 1/2	85	85 1/2	85 1/2
Am. Tel. & Tel. cv. 4s.....Boston	\$46,000	97 1/2	96 1/2	97 1/2	97 1/2
Augusta Ry. 5s.....Baltimore	\$1,000	100	100	100	100
BALTIMORE ELEC. pf. Balt.	20	43 1/2	43 1/2	43 1/2	43 1/2
Bay State Gas.....Boston	10,550	21	19	20	20
Bell Telephone.....Montreal	59	142 1/2	142	142 1/2	142 1/2
*Bell Telephone.....Montreal	1	140	140	140	140
Bell Telephone.....Toronto	2	142	142	142	142
Bell Telephone 5s.....Montreal	\$500	98 1/2	98 1/2	98 1/2	98 1/2
B'ham Lt. & P. 4 1/2s.....New Or.	\$4,000	88	88	88	88
B'ham Lt. & P. 6s.....New Or.	\$5,000	96 1/2	96 1/2	96 1/2	96 1/2
Boston Elevated.....Boston	138	87 1/2	85	87 1/2	87 1/2
Brazilian T. L. & T. Montreal	877	84	82	82 1/2	82 1/2
Brazilian T. L. & T. Toronto	1,969	84	81 1/2	82 1/2	82 1/2
Broadway 4 1/2s.....St. Louis	\$1,000	94 1/2	94 1/2	94 1/2	94 1/2
CAL. GAS & EL. uni. 5s.....San F.	\$13,000	91 1/2	91	91 1/2	91 1/2
Capital Trac.....Washington	10	112 1/2	111 1/2	112 1/2	112 1/2
Capital Trac. 5s.....Washington	\$2,500	108	108	108	108
Cent. Cal. Trac. 5s.....San Fran.	\$4,000	85	85	85	85
Chicago City Ry. 5s.....Chicago	\$33,000	99 1/2	99	99	99
Chicago Ry. income 4s.....Chi.	\$1,900	47	47	47	47
Chicago Ry. Ser. 1.....Chicago	80	92	91	91	91
Chicago Ry. Ser. 2.....Chicago	630	29 1/2	28 1/2	29 1/2	29 1/2
Chicago Ry. 1st 5s.....Chicago	\$17,000	96 1/2	96 1/2	96 1/2	96 1/2
Chicago Tel. 5s.....Chicago	\$5,000	90 1/2	90 1/2	90 1/2	90 1/2
Cities Service pf.....Columbus	30	65 1/2	65 1/2	65 1/2	65 1/2
City Elec. 5s.....San Francisco	\$2,000	81	81	81	81
City & Sub. (Balt.) 5s.....Balt.	\$1,000	102 1/2	102 1/2	102 1/2	102 1/2
Cleveland Ry.....Cleveland	228	103 1/2	103 1/2	103 1/2	103 1/2
Columbia Gas & E. Pittsburgh	20	12	12	12	12
Columb. G. & F. Columbus	6	42	42	42	42
Colum. G. & F. pf. Columbus	47	64 1/2	63 1/2	64 1/2	64 1/2
Colum. Ry. & L. Columbus	00	7 1/2	7 1/2	7 1/2	7 1/2
Com. Edison.....Chicago	371	128	128	128	128
Com. Edison 5s.....Chicago	\$22,000	100 1/2	100 1/2	100 1/2	100 1/2
Cons. Gas 4 1/2s.....Baltimore	\$1,000	93	93	93	93
Cons. Power.....Baltimore	182	104 1/2	104	104	104
Cons. Power pf.....Baltimore	42	108	108	108	108
Consumers' Gas.....Toronto	10	165 1/2	165 1/2	165 1/2	165 1/2
Cons. Trac. N. J. 5s.....Phila.	\$2,000	100 1/2	100 1/2	100 1/2	100 1/2
Cons. Trac. N. J. 5s.....Phila.	170	70 1/2	70	70 1/2	70 1/2
DETROIT UN. RY. Montreal	951	242 1/2	238 1/2	241 1/2	241 1/2
EDISON ELECTRIC.....Boston	16,703	25 1/2	25 1/2	25 1/2	25 1/2
Edison Elec. rights.....Boston	1,000	105	105	105	105
Edison Elec. 5s.....Phila.	\$5,000	82	81	82	82
Elec. & Pco. 4s.....Philadelphia	\$800	82 1/2	82	82 1/2	82 1/2
Empire D. Elec. 5s.....Columbus	\$2,000	75 1/2	75 1/2	75 1/2	75 1/2
FAIR & CLARK T. 5s.....Balt.	\$2,000	98 1/2	98 1/2	98 1/2	98 1/2
CAS & ELEC. SEC. pf.....Col.	10	75 1/2	75 1/2	75 1/2	75 1/2
Georgia Ry. & El. pf. Boston	10	84 1/2	83 1/2	84 1/2	84 1/2
Ga. Ry. & El. Imp. 5s.....Balt.	\$4,000	97	97	97	97
Gt. West. Power 5s.....San Fran.	\$8,000	80	79 1/2	79 1/2	79 1/2
ILL. TRAC. pf.....Montreal	174	61	60	61	61
Inter-Met. pf.....Phila.	\$5,000	57 1/2	57 1/2	57 1/2	57 1/2
Interstate Ry. 4s.....Phila.	\$1,000	87 1/2	87 1/2	87 1/2	87 1/2
K. C. HOME T. 5s.....St. Louis	65	18	18	18	18
K. C. Ry. & Light.....Chicago	290	11 1/2	11	11 1/2	11 1/2
Keystone Tel. 5s.....Phila.	190	48 1/2	48	48 1/2	48 1/2
Keystone Tel. pf.....Phila.	\$1,000	100	100	100	100
LACLEDE GAS 1st 5s.....St. L.	710	19	18	19	19
Leh. Valley Transit.....Phila.	380	31 1/2	30 1/2	31 1/2	31 1/2
Leh. Val. Tran. pf.....Phila.	10	30	30	30	30
Lincoln Gas & E. Columbus	\$3,000	100 1/2	100 1/2	100 1/2	100 1/2
Lit. Rock R. & E. 6s.....N. Or.	\$1,000	98 1/2	98 1/2	98 1/2	98 1/2
Los Ang. Gas & E. 5s.....San F.	\$1,000	101	101	101	101
Los Ang. P. 1st 5s.....San Fran.	79	77 1/2	77 1/2	77 1/2	77 1/2
MACKAY COS.....Toronto	5	66	66	66	66
Mackay Cos. pf.....Montreal	52	65 1/2	65	65 1/2	65 1/2
Mackay Cos. pf.....Toronto	395	50	49 1/2	50	50
Mfrs. Light & Heat.....Pitts	\$2,000	83 1/2	83 1/2	83 1/2	83 1/2
Market St. Ry. 1st 5s.....S. F.	80	13 1/2	11	13	13
Mass. Electric.....Boston	68	64 1/2	64 1/2	64 1/2	64 1/2
Mass. Electric pf.....Boston	175	15	15	15	15
Mass. Elec. pf. frac.....Boston	658	90 1/2	89 1/2	89 1/2	89 1/2
Mass. Gas.....Boston	112	90	89 1/2	90	90
Mass. Gas pf.....Boston	\$2,000	95 1/2	95 1/2	95 1/2	95 1/2
Mass. Gas 4 1/2s.....Boston	\$2,000	94	93 1/2	93 1/2	93 1/2
Memphis St. Ry. 5s.....New Or.	\$5,000	77 1/2	77 1/2	77 1/2	77 1/2
Met. W. S. El. gold 4s.....Chi.	\$3,000	100 1/2	100 1/2	100 1/2	100 1/2
Minn. & St. P. joint 5s.....Balt.	15	70	70	70	70
Miss. River Power pf. Boston	842	217	215	216	216
Montreal L. H. & P. Montreal	\$5,000	97	97	97	97
Mont. Tram. 5s.....Montreal	\$100	77	77	77	77
Mont. Tram. deb.....Montreal	390	36	35	35	35
Mont. Tram. & Power.....Mont.	105	135	132	133	133
NEW ENG. TEL.....Boston	\$4,000	100	99 1/2	100	100
New Eng. Tel. 5s. 1912.....Bos.	\$1,000	102 1/2	102 1/2	102 1/2	102 1/2
N. O. City R. R. g. m.....N. O.	\$26,000	80 1/2	80	80 1/2	80 1/2
N. O. Ry. & L. 4 1/2s.....New Or.	\$1,000	97	97	97	97
Norfolk Ry. & L. 5s.....Balt.	\$1,000	98 1/2	98 1/2	98 1/2	98 1/2
Nor. Cal. Power 5s.....San Fran.	22	57	56	56	56
Nor. Ohio Trac. & Lt.....Cleve.	\$1,000	72	72	72	72
OAKLAND & ANT. 5s.....San F.	\$2,000	71 1/2	71	71	71
O. A. & Eastern 5s.....San Fran.	\$3,000	104	104	104	104
Oakland Transit 6s.....San Fran.	\$2,000	98	98	98	98
Omnibus Cable Ry. 6s.....San F.	\$1,000	71	71	71	71
Oro Elec. Corp. 6s.....Montreal	70	168	164 1/2	165	165
Ottawa L. H. & P. Montreal	10	34 1/2	34 1/2	34 1/2	34 1/2
PACIFIC GAS & E. San Fran.	95	81 1/2	81 1/2	81 1/2	81 1/2
Pacific Gas & E. pf.....San F.	\$7,000	83 1/2	83 1/2	83 1/2	83 1/2
Pacific Gas & E. 5s.....San F.	\$3,000	99 1/2	99 1/2	99 1/2	99 1/2
Pac. Tel. & Tel. 5s.....San F.	\$12,000	96 1/2	95 1/2	96 1/2	96 1/2
Penn. Water & P. Baltimore	105	65 1/2	65 1/2	65 1/2	65 1/2
Penn. Water & P. Montreal	3	67 1/2	67 1/2	67 1/2	67 1/2
People's Gas.....Chicago	1,026	121 1/2	119 1/2	120 1/2	120 1/2
People's Gas rights.....Chicago	2,182	2	1 1/2	1 1/2	1 1/2
Philadelphia Co. Philadelphia	223	41	40	40 1/2	40 1/2
Phila. Co. 5 p. c. pf.....Phila.	20	40	40	40	40
Phila. Co. 6 p. c. cum. pf. Phila.	15	43 1/2	43	43 1/2	43 1/2
Phila. Co. con. 5s.....Phila.	\$4,000	85	84 1/2	85	85

Stock.	Market.	Sales.	High.	Low.	Last.
Phila. Electric.....Phila.	4,647	26	25 1/2	25 1/2	25 1/2
Phila. Electric 4s.....Phila.	\$12,000	80 1/2	80	80	80
Phila. Elec. 4s, (small).....Phila.	\$400	82 1/2	82 1/2	82 1/2	82 1/2
Phila. Elec. 5s.....Phila.	\$5,000	102	101 1/2	101 1/2	101 1/2
Phila. Elec. 5s (small).....Phila.	\$200	101	101	101	101
Phila. Rapid Transit.....Phila.	335	18 1/2	18 1/2	18 1/2	18 1/2
Phila. Rapid Tran. cts.....Phila.	335	18 1/2	18 1/2	18 1/2	18 1/2
Phila. Traction.....Philadelphia	347	81	80 1/2	81	81
*Porto Rico Ry.....Toronto	10	60	60	60	60
Potomac Elec. 1st 5s.....Wash.	\$8,000	105	105	105	105
Potomac Elec. con. 5s.....Wash.	\$5,000	98 1/2	98 1/2	98 1/2	98 1/2
Public Service.....Chicago	14	76	76	76	76
Public Service pf.....Chicago	40	92	92	92	92
QUEBEC RY.....Montreal	2,872	15 1/2	12	12	12
Quebec Ry. 5s.....Montreal	\$42,500	51	48	49	49
SAC. ELEC., GAS & RY. 5s.....San Francisco	\$2,000	100	100	100	100
St. Louis & Sub. g. 5s.....St. L.	\$3,000	77 1/2	77 1/2	77 1/2	77 1/2
S. F. & S. J. V. 5s.....San Fran.	\$2,000	105 1/2	105 1/2	105 1/2	105 1/2
San Joa'n L. & P. 5s.....San F.	\$15,000	98 1/2	98 1/2	98 1/2	98 1/2
Shawinigan W. & P. Montreal	70	133	130	132 1/2	132 1/2
Spring Val. Water.....San Fran.	250	50 1/2	50 1/2	50 1/2	50 1/2
Spring Val. W. gen. 4s.....San F.	\$12,000	89 1/2	89	89 1/2	89 1/2
South Side El. 4 1/2s.....Chicago	\$6,000	89 1/2	89	89 1/2	89 1/2
Standard Gas & E. 6s.....Phila.	\$1,000	93 1/2	93 1/2	93 1/2	93 1/2
TORONTO RY.....Montreal	100	133	133	133	133
Toronto Ry.....Toronto	52	135	134	134	134
Twin City.....Montreal	475	106 1/2	104 1/2	106 1/2	106 1/2
Twin City.....Toronto	319	106 1/2	104 1/2	106 1/2	106 1/2
UNION TRACTION.....Phila.	655	45 1/2	44 1/2	45 1/2	45 1/2
United Co. of N. J. 5s.....Phila.	15	221	220 1/2	221	221
United Gas & Elec. 5s.....San F.	\$2,000	99 1/2	99	99	99
United Gas Imp. Philadelphia	727	84	83 1/2	84	84
Un. R. R.'s of S. F. 4s.....San F.	\$1,000	51	51	51	51
United Ry. & Elec. Baltimore	561	25	24 1/2	25	25
United Ry. & El. 1st 4s.....Balt.	\$8,000	82 1/2	82	82 1/2	82 1/2
United Ry. & El. inc. 4s.....Balt.	\$20,000	61 1/2	61 1/2	61 1/2	61 1/2
United Ry. & El. ref. 5s.....Balt.	\$1,000	85 1/2	85 1/2	85 1/2	85 1/2
Un. Ry. & El. ref. 5s (small).....Balt.	\$800	80 1/2	80 1/2	80 1/2	80 1/2
Un. Ry. & El. 5 p. c. notes.....Balt.	\$4,000	100	100	100	100
Un. Ry. of St. L. 5s.....St. Louis	120	10 1/2	10	10	10
Un. Ry. of St. L. pf. St. Louis	145	37 1/2	36 1/2	37 1/2	37 1/2
U. Ry. of St. L. gold 4s.....St. L.	\$1,000	68 1/2	68 1/2	68 1/2	68 1/2
Utilities Imp.....Columbus	7	40 1/2	40 1/2	40 1/2	40 1/2
WASH., BALT. & A. 5s.....Balt.	\$6,000	80 1/2	80	80 1/2	80 1/2
Wash., Balt. & A. pf.....Cleve.	7	30	30	30	30
Washington Gas.....Washington	10	83 1/2	83 1/2	83 1/2	83 1/2
Wash. Ry. & Elec.....Wash.	115	86 1/2	86	86 1/2	86 1/2
Wash. Ry. & Elec. pf.....Wash.	104	87 1/2	87	87 1/2	87 1/2
Wash. Ry. & Elec. 4s.....Wash.	\$10,000	80	79 1/2	80	80
West End St. Ry.....Boston	182	68 1/2	67 1/2	68 1/2	68 1/2
West End St. Ry. pf.....Boston	20	90	90	90	90
Western Tel. & Tel. 5s.....Boston	\$8,500	63	62 1/2	62 1/2	62 1/2
Western Union.....Boston	5	56 1/2	56 1/2	56 1/2	56 1/2
Winnipeg St. Ry. 5s.....Toronto	\$4,000	98	98	98	98
YORK RYS.....Phila.	400	108	107	108	108
York Rys. pf.....Phila.	28	35	35	35	35
Youngstown & O. R. pf. Cleve.	42	45	44	44	44
*Ex dividend.					

faulty suggested by Judge Prouty would then be eliminated. Many of the States have already enacted similar laws, and, personally, I think it is better that such a matter should be regulated by Federal rather than State legislation. The passage of such a law, which it would seem might be accepted within a reasonably short time, would at least remove one obstacle now confronting the railroads in their case before the commission, and I believe that, with a law conferring this additional power upon the commission, the people would favor a more liberal policy concerning the carriers than they would be willing to approve under existing conditions.

**NATIONAL CONDUIT AND CABLE COMPANY.**—Conditions in trade and industry still indicate a slowing down in business, but a mildly hopeful note is being sounded from various quarters, and it is undoubtedly true if confidence could be developed business would soon right itself. At the moment, however, arguments for conservatism carry weight, and at the present time careful observers do not discern any immediate sign of great expanding enterprise in the field of trade and industry.

**JOHN V. FARWELL COMPANY.**—Wholesale dry goods and general merchandise business during Christmas week presents two contrasting conditions—the greatest selling in the history of the house of jewelry, toys and such other goods as are governed by holiday demand and temporary cessation of shipment in departments in which the year's business has closed and inventories are being taken. Sales and collections in the agricultural districts have been most favorable, conditions in these districts presenting more optimistic outlook than in manufacturing centres.

**JAMES H. PROCKMIRE.**—The security liquidation of 1913 was due both to tight money abroad and political uncertainty at home. Indications are that the banking index will rise well above normal during the coming year, just as it did in 1904, 1908, and 1911. In those years, however, the activities of gambling market manipulators were not attended by trust persecution and tariff schedules of a Democratic brand. Whether the customary optimism of the year regarding the future of the United States will be again evidenced in 1914 by a rising stock market as soon as money conditions become easy remains to be seen.

**COMMISSIONER PROUTY.**—If our railroads are to live permanently under regulation, some room must be left for private initiative and private ownership.

**THE IRON AGE.**—The holiday shut-down of iron and steel works which began Wednesday night has probably not been equalled in length or in the number of plants involved. The Steel Corporation has closed down practically all of its Northern steel works and rolling mills and they will remain idle until Jan. 2. Most of its blast furnaces in the Central West and the Chicago district will be banked for the same time. Steel companies generally are making a similar curtailment. In some cases the shut-downs began Dec. 20 and will last until Jan. 5. The finished steel market has grown quieter and little is expected from the last week of the year. At the same time inquiries are not wanting, and certain classes of manufacturing consumers have been sounding sellers as to the contract basis for the first half of 1914. The whole situation turns on the country's consumption. This has been steadily declining, but the rate of decline has been obscured by drafts upon stocks of both jobbers and manufacturers. The drastic cut in railroad buying is well known, and the steel trade has ceased to make calculations as to its resumption, in view of the special influences at work.

**CHARLES P. STEINMETZ.**—The thing that interests big business is an increased consumption, and this can be brought about only by a general increase in prosperity, by bettering the product, and increasing the efficiency of the service. But the effect of all this is that co-operation to-day is the driving force of our industry, and competition, which was our industrial starter, is dead—just as dead as the feudalism of the Middle Ages is dead.

**NEWMAN ERE.**—I find that there has been no series recession in business in the Northwest. So far the falling off in the gross earnings of the railroads of that section has been unimportant as indicative of general conditions. There has been a let-up in trade, due to uncertainty over the tariff and currency questions and the money market. Take the Minneapolis & St. Louis. I found that on the basis of last year's business the decision of the Supreme Court in the Minnesota rate cases would have meant a falling off in the company's gross earnings of about \$120,000 for the present fiscal year. Wheat is moving freely, but the lumber market shows some hesitation. Because of the extremely mild weather the westbound coal movement has been considerably lighter than usual.

**IRON TRADE REVIEW.**—Manufacturers of iron and steel products appear much more cheerful as the end of the year approaches. They feel that prices have touched rock bottom and believe that a heavy buying movement will be enjoyed within the next few weeks. Inquiry for first half material has been coming out in good volume and tonnages are being offered at about current prices for first quarter delivery. For second quarter shipment mills are asking about \$1 a ton above the present market. Some officials in close touch with the trade predict that mills will operate as fully in the second quarter, 1914, as they did in the corresponding period of 1913. The coke market has been decidedly active this week, and considerable tonnage has been

sold at \$2, oven. Pig iron continues dull, although inquiry for foundry and all grades is fairly heavy.

**BRADSTREET'S.**—Despite the evidence of cross currents in trade and industry, the week's basic developments seem to have been mainly favorable. Certainly, evidences of optimism and in some instances of renewed aggressive preparation for the new year are numerous. Chief in bringing about more favorable feeling are the brighter tinge of affairs in financial lines, to which the passage of the Currency bill and the Government's settlement with the telephone interests have powerfully contributed; the rather rapid retreat of an aggressive short interest in the stock market, and the apparent ceasing of liquidation of securities, except from abroad. Secondary to this are the signs that wool manufacturers are still buying liberally of domestic wools in preparation for the change in duties on goods on Jan. 1, and the reports of increased activities in small metal lines in some New England valleys.

**MARSHALL FIELD & CO.**—The volume of mail orders received during the last few days preceding Christmas was in excess of the totals for the corresponding days a year ago. This is remarkable, considering the extremely unseasonable weather during that time. The numerous mail orders may be interpreted as an indication that the general distribution of holiday goods was large, thus a year ago, inasmuch as the sales of heavy wearing apparel were below normal. The increase of last minute orders also seemed to indicate that holiday stocks throughout the territory adjoining Chicago were well sold out.

**JOHN MOODY.**—As is usual at this time of year, the investment demand has begun to broaden a little, and new offerings are making their appearance. This investment demand ought to remain with us and to increase perceptibly between now and the middle of next month. Then, too, present indications are that 1914 will be a year of improvement for the bond market, even though there seems to be no evidence that the broader factors which are depressing bond prices will cease to do so for more than a year or thereabout at a time.

**DUNN.**—Aside from the stimulus imparted to retail lines by the holiday demands, there has been a continued absence of activity in business circles. Improvement in conditions, however, is scarcely to be expected at this period, when merchants and manufacturers are preparing for annual inventories and salesmen are returning from the road. The quietness customary at the year-end is accentuated by an unusually mild winter; yet a rather more hopeful sentiment prevails and confidence is strengthened by the removal of uncertainty regarding currency legislation. Some encouragement is derived from the fact that stocks of merchandise are meagre at practically all points, since this suggests that an early buying movement may become necessary to replenish depleted supplies. The labor situation reflects further additions to the number of idle men, but in certain industries working forces are well maintained, and in nearly all cases machinery in New England woolen mills is fully employed. Evidence of the strong position of the raw material is found in conditions at Boston, which reports the largest sales of wool, without concessions in prices, in any week this year. Current distribution of footwear at retail is restricted by the open weather and manufacturers are receiving little new business, but demand for leather is fairly steady.

## GENERAL

**GOVERNMENT OWNERSHIP OF TELEPHONES.**—Representative Lewis of Maryland on Dec. 22 introduced a bill in Congress calling for Government ownership of all telephone lines. He proposes that they shall be operated by the Post Office Department, to compete with privately owned telegraph companies in much the same way as the parcel post now competes with express companies. The cost of acquiring the telephone lines is estimated at less than \$800,000,000.

**NEW YORK STATE BONDS.**—Controller William Sohmer of New York will receive sealed proposals until noon, Jan. 21, for \$51,000,000 4½ per cent. tax exempt bonds, designated as follows: \$20,000,000 Erie, Champlain, and Oswego Canal improvement, dated Jan. 1, 1914, and payable Jan. 1, 1964, and \$31,000,000 highway improvement, dated Sept. 1, 1913, and due Sept. 1, 1963. No bids for less than par will be accepted. A certified check for 2 per cent. is required.

**JANUARY DISBURSEMENTS.**—Total dividend and interest disbursements for January, 1914, are estimated by The Wall Street Journal at \$266,400,000, compared with \$248,000,000 last year. Dividends declared aggregate \$102,006,102, based on total capitalization of \$4,830,351,939; interest payable is \$164,354,551. Total of bonds on which interest is payable is \$7,777,319,150.

**JANUARY DISBURSEMENTS IN BOSTON.**—The Boston News Bureau estimates January dividend and interest disbursements payable in Boston at \$32,515,000, as compared with \$31,916,500 in January last year, \$32,915,500 two years ago, and \$33,415,200 in January, 1911.

**COAL AND COKE SHIPMENTS.**—The total coal and coke shipments on thirteen railroads by months, this year, have been as follows:

	1913.	1912.
January .....	18,936,696	16,421,829
February .....	17,546,496	17,787,331
March .....	17,631,345	19,483,025
April .....	16,850,690	13,429,367
May .....	18,986,796	15,635,448
June .....	18,580,363	16,702,153
July .....	18,904,719	16,635,448
August .....	19,718,856	18,396,247
September .....	19,046,247	17,432,359
October .....	20,611,176	18,712,657

## RAILROADS

**WEEKLY GROSS EARNINGS.**—Following are gross earnings as reported by some important railroads, compared with previous year:

Third Week in December—	Amount.	Change.
Buffalo, Rochester & Pittsburgh.....	\$205,968	+ \$421
Canadian Northern .....	515,000	+ 38,200
Canadian Pacific .....	2,639,000	+ 166,500
Chicago, Ind. & Louisville.....	133,048	+ 7,261
Colorado & Southern.....	217,298	+ 39,169
Denver & Rio Grande.....	443,900	+ 11,300
Detroit & Mackinac.....	19,579	+ 4,000
Inter-oceanic Railway of Mexico, (Mexican currency) .....	190,471	+ 28,006
Missouri, Kansas & Texas.....	609,847	+ 45,512
Missouri Pacific .....	1,107,690	+ 61,000
National Rys. of Mexico (Mexi- can currency) .....	572,428	+ 725,206
St. Louis & Southwestern.....	281,000	+ 28,000
Southern Railway .....	1,519,989	+ 67,151
Texas & Pacific.....	451,584	+ 10,408
Toledo, Peoria & Western.....	24,400	+ 796

From July 1—		
Buffalo, Rochester & Pittsburgh.....	6,222,755	+ 420,883
Canadian Northern .....	12,711,000	+ 1,086,000
Canadian Pacific .....	71,632,821	+ 2,073,575
Chicago, Ind. & Louisville.....	3,935,697	+ 6,822
Colorado & Southern.....	6,978,051	+ 591,868
Denver & Rio Grande.....	12,480,600	+ 285,700
Detroit & Mackinac.....	598,810	+ 12,003
Missouri, Kansas & Texas.....	16,275,050	+ 383,828
Missouri Pacific .....	39,251,305	+ 867,650
St. Louis & Southwestern.....	7,406,889	+ 125,148
Southern Railway .....	34,161,788	+ 152,008
Texas & Pacific.....	9,181,568	+ 170,959
Toledo, Peoria & Western.....	655,652	+ 17,819

**BOSTON & MAINE.**—President McDonald denies positively that there is any plan on foot for Delaware & Hudson to buy control of his road. "No one is looking hard enough for trouble to want Boston & Maine now, at least at the price it would cost them," President Vail of the American Telephone & Telegraph Company has resigned as a director of the Boston & Maine to relieve himself to that extent of business responsibilities.

**CHICAGO & EASTERN ILLINOIS.**—Interest on Jan. 1, 1914, on 6 per cent. receivers' certificates of Chicago & Eastern Illinois Railroad will be paid at Equitable Trust Company, New York, or at Continental & Commercial National Bank, Chicago. Tax certificates must be presented in order that payment of interest may be indorsed thereon. The \$2,000,000 additional receivers' certificates which are expected to be shortly authorized by the Federal Court in Chicago will not be issued until after the first of the year. The issue will make \$6,600,000 outstanding.

**CHICAGO, BURLINGTON & QUINCY.**—Vice-President Bryan presented figures before the wage arbitration board showing that wages of Burlington employees have increased faster than the traffic. One of the exhibits showed an increase in wages compared with the increase in freight and passenger train miles from 1902 to 1913, according to which the Burlington's freight train miles increased only 0.29 per cent., while freight train wages went up 58.25 per cent. Passenger train miles increased 22.18 per cent. and passenger train wages 74.53 per cent. The road since 1908 expended \$20,187,273 for road betterment. In the last six years \$17,226,891 has been expended for new rolling stock and equipment. On dividends the exhibits show a comparatively small increase since 1902, when the annual dividend was \$7,475,063, or \$222 per mile. In 1912 the dividend was \$8,867,123, or \$977 a mile. This year's dividend was the same as last year, but the per mile rate went down to \$973. In support of the road's contention, Attorney Holden argued that the Burlington's prosperity is not necessarily an argument in favor of higher wages.

**HAMPDEN RAILROAD.**—In a majority report by four of its five members, the Massachusetts Public Service Commission finds that the building of the Hampden Railroad has been a bona fide movement on behalf of the Boston & Maine Railroad, reduces the "property cost" of the road from \$4,400,000 to \$3,300,000, and indicates that an issue of \$1,900,000 5 per cent. thirty-year bonds will be favorably acted upon by the commission if total liabilities of the Hampden are reduced to \$3,300,000.

**MISSOURI WINS RATE CASE.**—Petitions for injunctions to prevent the State of Missouri from enforcing the two-cent railroad passenger rate and maximum freight rate laws have been dismissed by Judge McPherson of Iowa, acting under instructions of the United States Supreme Court. The decision is a sweeping victory for the State. The measures were opposed by thirteen railroads. On account of the decision, thousands of shippers and travellers on the railroads of Missouri may sue to recover excess rates and fares charged since the two laws were passed. Fully \$10,000,000 would be involved if all who are entitled to sue bring action.

**NEW YORK CENTRAL.**—Application of the New York Central for authority to execute a consolidation mortgage and a refunding and improvement mortgage has been granted by the Public Utility Commission of New Jersey. Authority from this State was necessary because of the property of the West Shore, a leased line, in this State. The Central's leasehold is to be pledged under the mortgages. The consolidation mortgage is to be a closed mortgage for \$167,000,000, to refund under certain conditions the Central's Lake Shore & Michigan Central collateral trust issues and its debentures. The refunding and improvement mortgage will provide the means of financing with bonds the company's immediate needs for improvement and for meeting the maturity of a large amount of notes.

**PHILADELPHIA & BALTIMORE CENTRAL.**—The stockholders of the Philadelphia & Baltimore Central and Phila-



Philadelphia & Delaware County Railroad Companies held special meetings to-day and approved an agreement between the two companies for the acquisition by the Philadelphia & Baltimore Central of the franchises, corporate property, rights and credits of the Philadelphia & Delaware County. With the filing of the agreement with the Secretary of the Commonwealth of Pennsylvania, the Philadelphia & Delaware County becomes a part of the Philadelphia & Baltimore Central Railroad Company.

**RAILROAD APPRAISAL.**—Commissioner Milo R. Maltbie of the First District Public Service Commission has been chosen as Chairman of the Executive Committee of the Committee of Fifteen appointed by the National Association of Railway Commissioners to represent the various State commissions in the appraisal of the railroad properties of the country shortly to be made by the Interstate Commerce Commission. Mr. Maltbie attended a meeting of this committee at Washington, at which this action was taken, and he has announced his acceptance of the position.

**ST. LOUIS & SAN FRANCISCO.**—Judge Sanborn of the United States Circuit Court in St. Louis on Friday ordered the receivers of the St. Louis & San Francisco Railroad to institute restitution suits against certain present and former Directors and officials of the road upon the claims growing out of the purchases of feeder lines wherein it had been charged that R. F. Yoakum and some of his associates realized heavy profits. In directing the receivers to take steps to recover these profits Judge Sanborn rejected the petition of W. W. Niles of New York to sue as an individual stockholder, but he ordered that Mr. Niles's attorneys, John D. Johnson and Loomis Johnson, should act as counsel for the receivers. Attorney General Barker of Missouri has filed suit against the St. Louis & San Francisco Railroad, asking judgment for \$2,000,000 for excess rates charged to shippers and travelers since the beginning of the Missouri rate litigation.

**ST. LOUIS & SAN FRANCISCO-SOUTHERN RAILWAY SUIT.**—The St. Louis & San Francisco Railroad began suit on Tuesday to compel the Southern Railway Company to restore a half-interest in the \$20,000,000 New Orleans Terminal Company, organized secretly by the two companies in 1903 to control the terminal facilities of the Southern city. A. R. Pollak, attorney for the former road, said that in 1903 the two companies agreed to pool their interests in the traffic property of New Orleans and organized the New Orleans Terminal Company. The \$20,000,000 terminal company was capitalized at \$2,000,000 only for purposes of organization, and each company took title to one-half of the stock. Each agreed to pay one-half the rental charge on all the terminal properties, the rental to be exactly the amount of the interest upon the bonds. Each guaranteed the interest, and since each was to bear half of the burden of the bonds, each secured the other by agreeing to pledge the other's stock as a guarantee for the faithful performance of the agreement. The St. Louis & San Francisco now fears the confiscation of their half-interest in the terminal company and demanded that the Southern Railway restore and credit forfeited securities against the debt of the terminal company, or that the bankrupt St. Louis company have a chance to redeem its securities.

**VERMONT VALLEY.**—Vice President Hobbs of the Boston & Maine, who in his capacity as Controller of the Vermont Valley Railroad asked for bids some time ago for an offering of \$2,300,000 one-year 6 per cent. notes to take up indebtedness for constructing Brattleboro extension and acquiring the Montpelier & Wells River, Barre & Barre branch roads, states that no bids have been received. Bids were to have been opened Monday morning.

## INDUSTRIALS, MISCELLANEOUS

**ASSETS REALIZATION COMPANY.**—Stockholders of the company have received a circular signed by President Cobe explaining that after an exhaustive examination of the company's assets it was found necessary to secure an extension of the company's obligations. The circular says in part: "Arrangement has been made for an extension of the company's obligations, under agreements which have been prepared and which are now being signed by its creditors. These agreements provide for an extension of the company's obligations for a period of one year, with the privilege of an extension for a further year upon the approval of the committee representing the banks. The company agrees to provide \$1,000,000 of additional funds, which will be on a parity with the extension notes taken by the unsecured banks. The notes, accordingly, will be payable in one year, with the option of an extension for a further year, and will bear interest at the rate of 6 per cent. per annum, payable semi-annually. Inasmuch as the company has bound itself by appropriate resolution not to take on any new business until these notes are paid, all of the free assets of the company, and its interest in its various enterprises, as well as the new money subscribed, in effect stand pledged for the benefit of these notes. The notes issued to provide the new funds will be paid at the same time that the notes issued to the unsecured banks are paid. It is the belief of the Directors that, if the affairs of the company are administered along the lines proposed in the extension agreement, and summarized above, all of the creditors of the company will be paid in full and a very substantial equity left for the shareholders. Each shareholder is requested to subscribe for an amount of extension notes equal to 10 per cent. of the par value of his shares."

**BUSH TERMINAL COMPANY.**—The company reports to the New York Stock Exchange for the ten months ended Oct. 31, 1913, as follows:

Gross .....	\$705,920
Net .....	383,790

**DOMINION BRIDGE COMPANY.**—Reports for the year ended Oct. 31 last: Net profits after allowing for

bad and doubtful debts and depreciation of plant and buildings amounted to \$832,778. This is equal to 18.18 per cent. on the company's \$4,500,000 stock.

The balance sheet as of Oct. 31 last shows:

ASSETS.		1913.	1912.
Real estate, plant equipment, &c.	\$5,783,315	\$4,455,592	
Cash .....	3,693	11,324	
Deposits .....	80,098	68,746	
Due on contract .....	1,580,296	773,106	
Accounts receivable .....	745,956	631,972	
Inventory .....	1,241,944	807,022	
Suspense accounts .....	25,013	2,390	
<b>Total .....</b>	<b>\$9,459,425</b>	<b>\$6,750,060</b>	
LIABILITIES.		1913.	1912.
Capital stock .....	\$6,500,000	\$6,500,000	
Reserve accounts .....	646,885	619,384	
Accounts and bills receivable .....	1,703,272	613,567	
Surplus .....	409,278	316,715	
<b>Total .....</b>	<b>\$9,459,425</b>	<b>\$6,750,060</b>	

**NEW YORK REAL ESTATE SECURITY COMPANY.**—Judge Hand, in the United States District Court, denied application of J. Charles Weschler, attorney for James R. Rosenberg, receiver for the New York Real Estate Security Company, for an order restraining a sale by George C. Van Tuyl, Jr., Superintendent of Banks of the State of New York, on behalf of the Carnegie Trust Company, of certain property in Westchester County and which the New York Real Estate Security Company holds interest to the extent of \$150,000. Judge Hand in his opinion says: "The court has no jurisdiction to enjoin the prosecution of a suit to enforce a valid lien more than four months old when the petition is filed."

## Surplus

Editor of the Annalist:

I have read with a great deal of interest the article appearing in the Dec. 8 issue of THE ANNALIST entitled "Arithmetic," and I want to congratulate you on the clear, concise, and yet comprehensive and very instructive manner in which the very essence of the controversy between Mr. Ripley and Mr. Thorne has been set forth.

If we—the public—are ever to understand thoroughly the transportation problem of the country, what we need is more articles of this sort, prepared with the same simplicity of presentation. The great difficulty now is that the majority of literature on this subject deals too much with technicalities, couched in language understandable only to men in the profession of railroad, and to politicians and students of economics who have given the whole question more or less thought.

This article contains one thought, however, which actual experience seems to refute, viz., "No sane investor would continue to put his money into a business that continually divided its surplus down to nothing." I think the reasoning behind this thought is absolutely sound, but haven't we as a matter of fact many instances of roads in this country which have done and are still doing this very thing? At least to the extent where the margin of safety, as represented by the profit and loss surplus, is practically nil as contrasted with the obligations outstanding as represented by liabilities? Or, to go a little step further, does not the Grand Trunk afford a good illustration of a case which stands out in direct refutation of the assertion you make?

True, the Grand Trunk's income account shows that in years past it seemed to have been the policy to create funds for the renewal of bridges, equipment, and other things, and that the money for these funds was added to operating expenses and deducted from current earnings before arriving at "surplus." But in later years it seems that not only the policy of creating renewal funds has been discontinued, but that the amount so set aside in prior years has been practically all used up, and that the road to-day, with its large capitalization, stands with absolutely no profit and loss surplus.

It would seem, also, from Poor's Manual that the likelihood is that for a great many years to come the Grand Trunk Railways will be unable to create any profit and loss surplus because of the large amount of capital stock outstanding, only a part of which is now paying any dividend, and because of the further fact that this stock seems to carry the obligation that dividends shall be paid "when and as earned," regardless of the amount of such earnings, i. e., as I understand this stock, the board has no discretion with respect to determining when and for what amount dividends shall be paid, neither does it seem to have any discretion in respect of setting aside any amount from surplus for additions and betterments; and that in the past the cost of all new work, in the nature of additions and betterments, has been recovered by the issuance of new securities. And yet investors seem to continue to put money into such enterprises, which you claim would not be the case with any concern dividing its surplus down to nothing. Isn't the Grand Trunk doing this? And, further, under the class of stock it has outstanding, requiring that dividends shall be paid "when and as earned," regardless of whether it amounts to 1/4 of 1 per cent. or 3 per cent., won't it have to continue for years to come to divide its surplus down to nothing?

When the above condition is taken into consideration with the statement made by one of the officials of the Pennsylvania some time ago, that its policy for years had been to put \$1 back into the physical property for each \$1 paid in dividends, and the statement subsequently made by Mr. Willard of the B. & O., to the effect that for every \$1 paid out in dividends the B. & O. aims to put 50c. back into the property, it is somewhat difficult for a layman to determine just where to draw the line when looking for enlightenment as to the class of security in which to invest. One aims, first, to avoid risk of insolvency, and, second, to get the largest return possible on the money invested, but pray tell me, how is an outsider to determine what is a reasonable margin of profit to figure on when confronted with such conflicting conditions?

Yours truly,  
LEON E. PAZADA.

New York, Dec. 19, 1913.

[There is (1) the profit and loss surplus of the balance sheet, which represents the excess of all assets over all liabilities, and then there is (2) the

annual surplus of income, which is the excess of earnings over all immediate requirements.

The profit and loss surplus of the balance sheet, which is the excess of assets over liabilities, may arise from several sources. It may represent unearned increment, or an increase in the value of investments, or premiums realized from the sale of new securities, as when \$100 of stock is sold for \$150, so that for an increase in capitalization of \$100 there is added \$150 of assets; but, generally speaking, the profit and loss surplus represents a cumulative addition to assets from the undivided surplus earnings year by year. So, as a rule, a company that divides its surplus earnings down to nothing each year, reinvesting none of its profits in the business, does not increase its assets. Therefore, if it is necessary or desirable to have an excess of assets it is equally necessary and desirable each year to refrain from dividing the surplus down to nothing, and, instead, to reinvest a portion of the profits in additional assets. The "if" ought not to have to be argued.

There are two kinds of liabilities, namely, current liabilities and capital liabilities. Current liabilities are balanced by current assets, but whereas your current liabilities have all to be paid and will not shrink, some of your current assets, which are receivable, are very likely to shrink. Though your debtors do not pay, you are obliged to pay your creditors; therefore, there must be an excess of current assets over current liabilities.

Capital liabilities are balanced by capital assets; but here again liabilities never shrink though the physical property in which capital assets consist is continually subject to deterioration, even beyond what may be provided for by appropriations from earnings for maintenance and up-keep. Besides, the purpose of showing your assets and liabilities in a balance sheet is to show how you would stand, theoretically, if you had to liquidate and go out of business; and unless you had an excess of assets any child would know the improbability of your being able to sell out for enough to meet your liabilities, the disadvantage being always with the seller who has to sell.

But with all of this clear, the fact remains that one company with a large profit and loss surplus on its books may be insolvent where another, with a very small profit and loss surplus, will be in a very sound condition.

A large profit and loss surplus on a company's books may be in itself meaningless. It may represent an overvaluation of assets. Many years ago the Baltimore & Ohio Railroad went bankrupt with a very large profit and loss surplus carried in the balance sheet. It was not a surplus of actual assets but a bookkeeping surplus. Nor does the amount of earnings credited year by year to profit and loss surplus absolutely prove the case, since the earnings in the first place may be too optimistically stated; earnings not likely to be collected may be included in the total, and the amount carried to the credit of profit and loss surplus may never be realized in cash. In that way a large profit and loss surplus, added to year by year, may represent hardly more than a lot of bad accounts which in time will have to be written off. A clue to that may be found in the balance sheet entry of accounts collectible. It is a bad sign for that item to increase yearly.

Other companies, instead of crediting surplus earnings to profit and loss surplus and spending them thereafter, may appropriate them directly for improvements, &c., and that is the end of them, so far as the balance sheet will show. They do not accumulate statically in the form of a profit and loss surplus, but they have actually been invested in additional assets.

So, you see, the science of accounting is somewhat complex. The simplest and perhaps, too, the strongest test, is the earning power of the capital invested. If that increases year by year the investor may know not only that his property is being well maintained, but that surplus is being invested in additional assets. A company may not enter the value of its additional assets on the balance sheet, but the earnings derived from the increase of assets must show in the income account. Per contra, though large fictitious additions to profit and loss surplus may create the seeming of safety, a decrease in the earning power of the capital invested, unless otherwise accounted for, would be the investor's warning.—Ed.]

## Employer's Liability

Homer Richey, Associate Editor of The Virginia Law Register, has written an exhaustive treatise on the Federal Employer's Liability act of April 22, 1908, and the amendment of April 5, 1910. To any one interested in the subject, this book is very useful. It is published by the Michie Company, Charlottesville, Va.

## Crops

### A Successful Kind of Farm Co-operation

Started 40 Years Ago, the "Virginia Grange" Was Incorporated and Its Pioneer Members Are Now Wealthy

\*By A. JEFFERS

In 1873, a little more than forty years ago, the "Grange" had its beginning in Virginia. The first section to organize a grange was the Churchland portion of Norfolk County, Virginia, the section that may be truthfully termed the "head centre" of the trucking industry. Prior to this date the trucking industry was in its infancy, and was not recognized by the world as an industry. It had not assumed form, shape, size or importance even in the minds of those directly engaged in the work. It may be proper to state right here that "market gardening" and "truckin'" are two entirely different varieties of the same species; both belong to the agricultural species or division, but each is greatly different from the other. Raising vegetables close around the large consuming centres for local consumption, and transporting the same from field to market in the owner's own conveyance, that is market gardening. Growing 50,000 or more acres of garden crops, remote from the consumer, and sending said products to market by rail and by boat, say from 3,000,000 to 5,000,000 packages a year, that is trucking.

Market gardening clings closely around such cities as New York, Philadelphia, Boston, &c., while all of the coast regions of the South seem to be rushing into the trucking work, growing thirty or more different crops for Northern, Eastern and Western markets.

#### CHARTERED CO-OPERATION

The pioneers in the trucking work in the Norfolk section early saw the necessity, advantage and importance of organization. A few far-seeing individuals talked the matter over and decided to organize as a grange. And the first grange in Eastern Virginia, if not the first in the State, was organized at Churchland more than forty years ago. Six surviving charter members of that old original organization attended a recent annual meeting of the "Southern Produce Company" at Norfolk, Va. They have been in harness all these forty years or more. Of late years the grange has been merged into an organization known as the "Southern Produce Company." The surviving members, all well along in years, met at the old original grange hall, at the earnest solicitation of those who took special interest in such matters, and the photographic art was called in to perpetuate the features and help fix the facts and figures connected with the successful co-operation among tillers of the soil in the minds of the present generation. For these surviving members of forty years' experience have been making history, and the best part of the history is this: They have made good, have made money, have made a splendid success in tilling the soil.

#### THE MILLIONAIRE FARMERS

Notwithstanding the success experienced by these old charter members, they are modest, do not need advertising; in fact, had to be chased into a corner in order to get their photographs taken. When the grange was organized in 1873, more than forty years ago, the members came on foot, in carts, spring wagons, on horseback—any way to get there. They got there, stayed there, and are on hand at present. For business reasons the grange evolved into the organization known as the Southern Produce Company. Nearly 400 members are enrolled in the company, all holding stock, and the stock pays annual dividends. In addition, the company has established a "truck experiment station" at a cost of at least \$25,000, and the buildings, fixtures, furniture, implements, stock and other appurtenances thereunto belonging are now worth at least \$40,000.

\*In the Manufacturers' Record.

#### DON'T USE PARCEL POST

#### English Farmers Do Not Find It Advantageous for Small Sales Direct

The privilege of transmitting farm produce, such as butter, eggs, cheese, meat, fruit, and fresh vegetables, by parcel post in the United Kingdom is not very generally utilized, most farm produce being sent to neighboring markets by carts or wagons, or sold to dealers and retail stores in the surrounding towns, while in many instances pro-

ducers are under contract to sell their whole output to factors or wholesale merchants.

Small farm or poultry keepers advertise in the press their produce for sale, and where only small quantities are desired, the parcel post system is the usual mode of transmission. Meat is scarcely ever sent by post, the joints being usually inclosed in bass bags and sent either by forwarding agents or by rail. Butter sent by post is usually wrapped in grease-proof paper, inclosed in corrugated card packing, and then placed in stout cardboard boxes, or sometimes in wooden receptacles. Eggs in small quantities are packed either in paper, shavings, or sawdust in stout cardboard boxes fitted with sectional divisions for each egg; but for quantities of three dozen or more, special wooden boxes fitted with similar divisions are used, and the packages are dispatched by forwarding agents or by rail. Cheese is seldom sent by parcel post, except small cream varieties, which are first packed in grease-proof or silver paper, then in corrugated or fluted cardboard, and finally in a cardboard box. Fruit and fresh vegetables are usually sent by rail or forwarding agent, as the weight of parcels that may be sent by post is limited to eleven pounds, and the usual container is a rough wooden or tin box. In the case of eggs in quantities of not less than three dozen, the wooden cases before mentioned are returnable free of charge as empties when sent back through the firm that delivered them.

Parcel post charges must, by regulation, always be prepaid, and the cost thereof is invariably paid by the producer and is included in the original quotation. There is no collect on delivery for goods sent by inland parcel post, though forwarding agents generally undertake collect-on-delivery business, collecting the amount due from the purchaser and remitting it to the producer, who pays the carriage charges. Goods sent by rail C. O. D. are transferred to carriers undertaking this service, the producer previously arranging with a particular firm to act in this matter.—Consular Reports.

#### Modern Miller's View

Modern Miller says: "General snowstorms over the greater part of the Winter wheat belt have furnished ample covering to protect the plant from danger of serious injury from a sudden freeze. For the present the condition of the wheat is all that could be desired, as there is no particularly severe weather reported anywhere, and the temperature is sufficiently low to put an end to the activities of insect pests. Radical steps are being taken in sections where green bugs have been prevalent, looking toward the eradication of these vermin. Some localities in which the ravages of the Hessian fly were causing uneasiness report that owing to the protracted warm weather the broods of flies have hatched and flown away, thus rendering their destruction by the cold practically certain."

#### GRAIN AND COTTON MARKETS

#### The Week Shows General Declines in These Commodities

Wheat weakened in price on the speculative markets last week. The flour trade is quiet, with smaller demand for grain. Favorable weather conditions looking to a fine Winter wheat crop added a bearish influence. The Winter wheat States are covered with a good snow blanket and the sudden change in the temperature has killed off destructive pests. Europe is dumping wheat on the markets. Canada promises to remove her duty on wheat, thus making Canadian wheat duty free for importation. Corn also dropped in price because of large marketings.

Cotton prices also dropped. The ginning figures bespeak a larger yield than was predicted. At the same time the world's consumption has been diminished through wars and industrial depression.

#### CHICAGO

WHEAT		—Dec.—		—May—		—July—	
		High.	Low.	High.	Low.	High.	Low.
Dec. 22	.....	88½	87½	91½	90½	87½	87½
Dec. 23	.....	87½	87½	91	90½	87½	87
Dec. 24	.....	87½	87½	90½	90½	87½	87
Dec. 26	.....	87½	87½	90½	90½	87	86½
Dec. 27	.....	87½	87½	90½	90	86½	86½
Week's range	.....	88½	87½	91½	90	87½	86½

#### CORN

		—Dec.—		—May—		—July—	
		High.	Low.	High.	Low.	High.	Low.
Dec. 22	.....	69½	68½	69½	69	68½	68½
Dec. 23	.....	69½	68½	69½	69½	69½	68½
Dec. 24	.....	70	69½	69½	69½	69½	68½
Dec. 26	.....	69½	68½	69½	68½	68½	68½
Dec. 27	.....	68½	68½	68½	68½	68½	67½
Week's range	.....	70	68½	69½	68½	69½	67½

#### OATS

		—Dec.—		—May—		—July—	
		High.	Low.	High.	Low.	High.	Low.
Dec. 22	.....	39½	39½	41½	41½	41	40½
Dec. 23	.....	39½	38½	41½	41½	41½	40½
Dec. 24	.....	38½	38½	41½	41½	40½	40½
Dec. 26	.....	38½	38½	41½	41	40½	40½
Dec. 27	.....	38½	38½	41½	40½	40½	39½
Week's range	.....	39½	38½	41½	40½	41½	39½

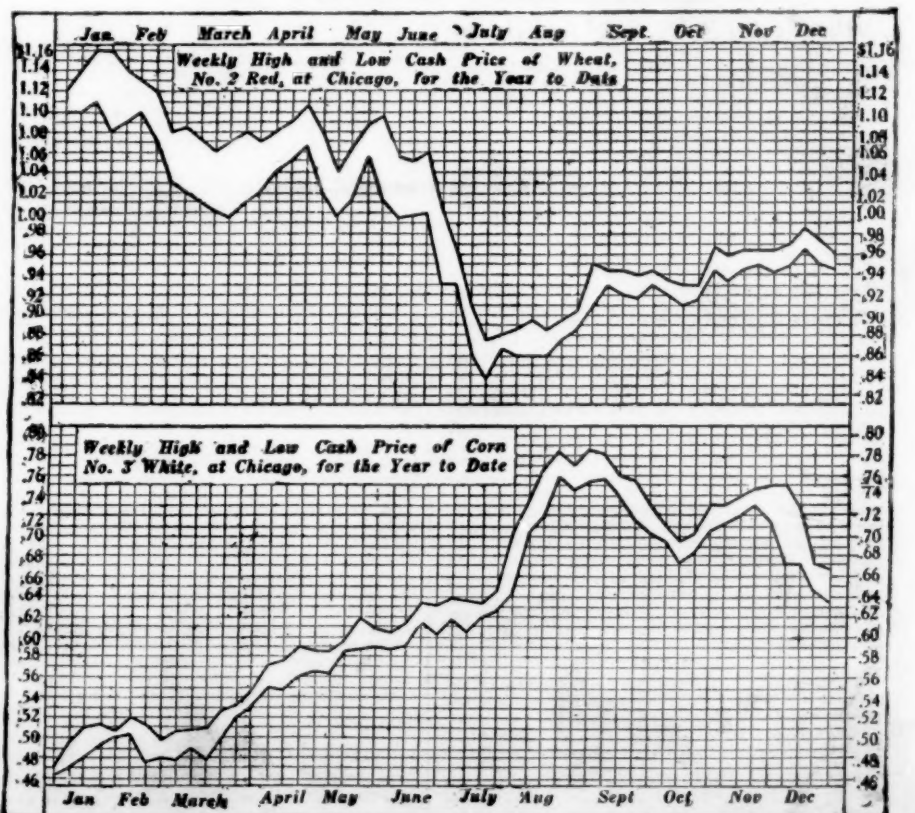
#### NEW YORK

		—Dec.—		—Mch.—		—May—	
		High.	Low.	High.	Low.	High.	Low.
Dec. 22	.....	12.18	12.01	12.19	11.99	12.17	11.98
Dec. 23	.....	12.16	12.08	12.23	12.12	12.19	12.09
Dec. 24	.....	12.28	12.11	12.34	12.16	12.29	12.13
Dec. 26	.....	12.10	12.01	12.21	12.11	12.17	12.07
Dec. 27	.....	12.19	12.13	12.35	12.18	12.30	12.18
W's range	.....	12.28	12.01	12.35	11.99	12.30	11.98

#### Flour Trade Slackening

Milling industry, although still keeping up a rate of production exceeding that of last year, is beginning to show some slackening. Of the 23 Minneapolis mills 17 are now grinding. Flour is going out freely on old orders, but new business is lighter.

### The Trend of Grain Prices





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